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The Hongkong Telegraph

FOUNDED 1881
No. 12,078

四拜禮 號七月四英港

THURSDAY, APRIL 7, 1921.

日九廿月式

SINGLE COPY: 10 CTS.
\$36 PER ANNUM.

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THE COAL STRIKE SITUATION.

Question of Pumpmen's Return Blocks Negotiations.

(Reuter's Service.)

London, April 6.
In the House of Commons, when the coal debate was renewed, Mr. Lloyd George intervened announcing, amid cheers, the receipt of letters from the mineowners' and the miners' associations agreeing to resume negotiations. The letter of the mineowners' President assumed that if the miners agreed to meet the owners, they would have taken steps to ensure that the collieries are kept free from water.

Later.
Mr. Lloyd George announced in the House that a hitch had occurred in the proposed resumption of negotiations, as the Miners' Federation refused to instruct the pumpmen to resume work during the negotiations, consequently it was impossible for negotiations to be resumed unless the obstacle could be overcome. Mr. Lloyd George reiterated his statement cabled yesterday as to the conditions on which the Government was ready to promote negotiations. Mr. Lloyd George appealed to members, especially those who influenced the Miners' Federation, to induce the Federation to reconsider its decision as regards the pumpmen. It might be due to misunderstanding. Naturally the pumpmen would resume on the old wages without prejudice to the proposed negotiations, which could not begin while the mines were being flooded, as the discussions were bound to take some time. Many mines were seriously damaged already, and others were suffering damage. The officials were doing their best, but in some cases were being obstructed. The Premier urged that there was nothing derogatory for the Federation to give the pumpmen the necessary instructions, so that ultimately the mines would be available to miners, owners, and the nation.

Mr. Duncan Graham, who is an advanced member of the Federation, replied that they were not prepared nor had they power to withdraw particular instructions to pumpmen. The Government wanted the Federation to allow individuals to be employed to defeat the miners. A real status quo would be all the miners going back. If the Premier offered that, the Federation would consider it, but they were not to have the advantages all on one side. He would urge everybody to fight as bitterly as possible against an attempt to force back upon them the conditions of 1914.

Ultimately Mr. Lloyd George stated that he could not believe that the refusal represented the final determination of the Federation that, while they were sitting at a table to discuss a national settlement of wages, the mines were to be gradually destroyed. He again asked for the good offices of Mr. Clynes and others. He (Mr. Lloyd George) was prepared to meet the Miners' Executive to discuss the matter, but meanwhile there was nothing to discuss between the owners and miners.

The Emergency Regulations were adopted by 270 votes to 60.

Premier Invites Miners' Executive to Meet Him.

Later.
Despite the hitch in the resumption of the coal negotiations, hopes are expressed that it is still possible that the miners and owners can be brought together to-morrow. It is opined in Parliamentary quarters that the condition as regards the safety of the mines is not unreasonable, and that the miners should be able to put themselves into line with public opinion by conceding the return of the pumpmen.

Meanwhile the only hopeful feature in the situation is that Mr. Lloyd George to-night asked the Miners' Executive to meet him to-morrow, hence to-morrow promises to be a critical day. It is understood that the Railwaymen are not committed definitely to a strike, and, if negotiations can be reopened the Triple Alliance will doubtless suspend action.

Impressions of the Citizens.

London, April 6.
The seriousness of the industrial outlook impressed City men travelling from the suburbs this morning when they found train services much curtailed. Later they read in the evening papers accounts of further rioting and intimidation, especially in Scotland, and discovered that Kensington Gardens had been transformed into an armed camp and occupied by four battalions of the Guards. Hence there was a sigh of relief when it was announced that both the miners' and coalowners' associations had agreed to Mr. Lloyd George's proposal to renew negotiations. This discounted the anxiously-awaited decision of the Triple Alliance, which assembled after separate meetings of the Transport Workers and the Railwaymen, and Mr. Thomas, in fact, announced after the meeting of the Alliance that decisions as to how best to assist the miners had been deferred.

Expectation of Immediate Negotiations.

London, April 7.
A definite expectation now prevails that negotiations will be begun immediately. Several of the miners' leaders are known to be doubting the wisdom of keeping out the pumpmen on account of the alienation of public sympathy, nevertheless, they are unable to agree to the men's return because it is feared that the miners in many cases may refuse to instructions to sacrifice the most potent weapon, but once negotiations have been opened and a conciliatory spirit demonstrated on all sides the leaders will be in a better position to call on their followers. The Finance Committee of the Association is already preparing a new scheme of wages, based on improvement in the lower-paid districts, also probably offering an all-round increase based on output.

A New York message shows that American manufacturers are seizing the opportunity to capture European markets. In consequence of enquiries from Scandinavia, Italy, and South Africa, the coal market is stiffening and coal freights are rising.

BRITISH NAVAL HOSPITAL AT YOKOHAMA.

Question of its Continuance.

London, April 6.
In the House of Commons Commander Bellairs suggested the abolition of the Royal Naval Hospital at Yokohama as a needless source of expense. Colonel Amery replied that the hospital was required for convalescent cases from Hongkong during the hot and damp weather there. The abolition would result in a larger number of cases being invalided home from the China station, with consequent inconvenience and expense. He was therefore unable to agree that the hospital was a needless expense. Commander Bellairs said that the hospital had between 80 and 90 beds and sometimes during 1920 had not a single patient, and that the maximum was eight. It was ridiculous in those circumstances to keep the hospital going. Colonel Amery replied that he had been impressed by those figures, but thought the reason was that the hospital was not opened until after the time patients from Hongkong were usually sent there. He promised to enquire whether any economy could be effected.

INTERNATIONAL COMMUNICATIONS CONFERENCE.

Progress in Drafting Convention.

(Reuter's Service.)

Barcelona, April 7.
The International Communications Conference is rapidly progressing in the drafting of a Convention. It has been decided that signatories to the Convention enjoy rights in recognised river ports equal to those of the riverain states themselves, providing that goods in transit are consigned from and to the signatory countries. Moreover, there will be no discrimination between the various nations as regards Customs duties, except with special justification.

INCREASE OF FRENCH CUSTOMS DUTIES.

Protection Against Countries with Debased Currency.

Paris, April 4.
A substantial increase in Customs duties on goods entering French territory is being announced to protect French industries against competition from countries whose exchange is now devalued.

KARL'S DEPARTURE.

Paris, April 5.
A Buda Pest message states that the Hungarian Premier announced in Parliament that the ex-Emperor Charles left Steina-manger at 10.35 this morning. [This apparently confirms Reuter's message published yesterday.]

SUCCESS OF LYONS FAIR.

Lahore, April 4.
The International Fair promises to be a complete success. A large number of visitors are arriving daily from nearly every country in Europe, also from America and North Africa. Exhibitors number 2,300, of whom 115 are British firms.—Havas.

P. & O. DIVIDEND.

London, April 6.
The Peninsular and Oriental Steamship Co., has declared an interim dividend at the rate of 12 per cent., per annum on the deferred stock, tax free, for the six months ending March 31.

LEGISLATIVE COUNCIL.

A meeting of the Legislative Council was held in the Council Chamber to-day. His Excellency the Governor (Sir Reginald Stubbs, K.C.M.G.) presided and there were also present:—

H.E. the General Officer Commanding, Major Gen. Sir G. M. Kirkpatrick, K.C.B.

The Hon. Mr. Claud Severn, C.M.G., Colonial Secretary.

The Hon. Mr. S. G. Kemp, C.B.E., Attorney General.

The Hon. Mr. T. L. Perkins, Director of Public Works.

The Hon. Mr. C. McL. Messer, O.B.E., Colonial Treasurer.

The Hon. Mr. S. C. B. Ross, O.B.E., Secretary for Chinese Affairs.

The Hon. Mr. E. A. Irving, Director of Education.

The Hon. Mr. H. E. Pollock, K.C.

The Hon. Mr. P. H. Holyoak.

The Hon. Mr. A. G. Stephen.

The Hon. Mr. H. W. Bird.

The Hon. Mr. Lau Chu Pak.

The Hon. Mr. Ho Fook.

Mr. S. B. B. McElderry, Clerk of Councils.

NEW MEMBERS.

The Hon. Mr. H. W. Bird and the Hon. Mr. A. G. Stephen took the oaths on assuming their seats on the Council.

FINANCIAL VOTES.

The following votes, recommended by H. E. the Governor, were referred to the Finance Committee and approved:—

\$25 in aid of the vote Public Works Establishment, special expenditure, typewriter.

\$8,200 in aid of the vote Kowloon-Canton Railway, maintenance of way and works, personal emoluments.

\$290 in aid of the vote Education, special expenditure, equipment of Kowloon British School, (furniture and materials).

\$3,000 in aid of the vote Public Works, Extraordinary, Hongkong, branch road, from road contouring hillside in Wongneichong and Tai-Hang Valleys, to Wanchai Gap.

\$3,690 in aid of the vote Miscellaneous Services, grant in aid of other institutions, Imperial Institute.

\$89,000 in aid of the vote Harbour Department, A—purchase of buoys and moorings.

\$2,000 on account of Public Works, Extraordinary, Kowloon, Teimshatsui Police Station extension.

\$7,000 on account of Public Works, Extraordinary, Hongkong: Pokfulam Road improvement.

CONSTITUTIONAL REFORM.

The Hon. Mr. Pollock asked:—Did the Secretary of State give any, and if so, what reason in his despatch on Constitutional Reform for "not being convinced that any change is desirable." The Hon. Colonial Secretary replied:—The answer is in the negative.

COST OF LABOUR.

Higher in Hongkong Than Canton.

In its endeavour to ascertain how the cost of labour compares in Hongkong with that of Canton, the Economic Resources Committee states that with only very few exceptions the answers received force it to the conclusion that wages all-round are higher in Hongkong than in Canton and the mainland. The knitting factories definitely assert that wages are twice as much here as in Canton. The foregoing statements, says the Committee, go to prove the correctness of the view taken by the members of the Sub-Committee as expressed in the following resolution, proposed by Mr. Andrew Beattie and seconded by Mr. Chow Shou-sun, and unanimously adopted at a meeting held soon after its appointment:—"That, in view of the increased advantages which will obtain as soon as a stable government is instituted in South China, it behooves the authorities in Hongkong to very carefully watch the situation. We believe when settled conditions exist in Kwangtung advantages for conducting factories will be superior (considering all circumstances) to Hongkong, labour, land rentals and building conditions all being on a much lower scale."

The Committee further reports that the percentage of increase in the cost of labour during the last ten years has been on the whole not under 20 per cent., but in several cases as high as 50 per cent. It has to be observed, says the Committee, that higher wages do not obtain in Hongkong alone. The same ratios of increase have been maintained on the mainland. On the whole, the reasons assigned have been two, viz., higher rent and higher cost of living. The lower cost of rice to-day as compared with the cost of wages. In probably no other direction than a sufficiency of housing accommodation at cheap rentals for the working classes can the general tendency towards increases in wages be satisfactorily checked.

COLONY'S TAXATION INCREASED.

HOUSING, LIQUOR AND TOBACCO TAXES RAISED.

APPROVED BY LEGISLATIVE COUNCIL TO-DAY.

At the meeting of the Legislative Council held this morning important resolutions were passed without discussion increasing the taxation of the Colony in three respects, namely, house assessment, liquor and tobacco taxes.

The increases in respect of liquor and tobacco come into force from to-day, whilst the house tax is increased as from 1st July.

Before the various resolutions were introduced, the financial position of the Colony, which has made the increases necessary, was explained by the Hon. Colonial Secretary, (Mr. Claud Severn). He said that before moving the resolutions he would like to make a few remarks applying to all three. Of course, they were brought forward with the object of raising more revenue. It was obvious when the estimates of revenue and expenditure were before the Council last Autumn that some measures would have to be taken to make them balance as nearly as possible. As the present estimates stood, there was an estimated deficit of \$2,012,800, but in drawing up these estimates the revenue from stamps was reckoned on as \$1,000,000 more than would be brought in by stamps at their present level. There was provision made for an increase in the rates paid for buoys in the harbour and also a considerable increase expected in the revenue from water. There had been various causes for considerable delay in bringing forward the Bill for increasing the Stamp Duty and it was unlikely that the Bill would become law before the end of this month, so that the \$500,000 proposed to be raised from that source would probably be much less. Also, with regard to water no measures had been settled yet for increasing the revenue from water and only a portion of the sum they hoped to get would be realised. As regards the harbour buoys, the Government had given a pledge that for this year no increase would be made in taxation on shipping, although the amount of shipping visiting the Port was far greater than in former years and it was possible that the estimated sum of \$19,000 would be realised without any increase in the present rates. It would be clear that without any increase in taxation beyond what had already been allowed for that the estimated deficit of \$2,000,000 would be increased to something like \$3,000,000. Also, he would mention that the estimated revenue from opium was not expected to reach the estimated \$4,000,000—possibly, a deficit of \$500,000. If the expenditure asked for this year was incurred with no increase in taxation there would be a deficit of something like \$3,000,000. Having regard to that position it had been decided to increase certain taxation and the resolutions before the Council would provide for that. They referred to increases in the Assessed Taxes and also in liquor and tobacco duties. The amount expected to be realised for the portion of the year during which the increased taxes would be collected was about \$900,000. It was hoped—practically certain—that under expenditure there would be considerable savings under certain heads which might amount to \$800,000, so that the taxes to be collected under the resolutions together with the savings in expenditure would result in the deficit for the year being about \$1,300,000.

ASSESSMENT INCREASES.

A lengthy resolution set forth the details of the proposed changes. Summarised, it means that assessment in the City of Victoria will be increased from 13 per cent to 20 per cent; in the Hill District from 13 per cent to 20

per cent; in Kowloon Point, Yau-mati, Hung Hom, Mong Kok Tsui, Taikoktsui, Fuk Tsun Heung, Sam Shui Po, Ho Mun Tin, Hok Un, Tai Hang, Tung Lo Wan, Whitfield, Shauiwan and Sai Wan Ho from their present percentages to 20 per cent; in other certain outlying districts from present percentages to 17½ per cent; in Broadwood Road from present percentages to 18½ per cent; in To Kwa Wan, Tai Po Road, from present percentages to 14½ per cent; in certain portions of the Hill District and Wong Nei Cheong, Sookonpo, Kwat Chun Look, Quarry Bay, Sai Wan Terrace, Aberdeen, Mongkok and Ma Tau Wei from present percentages to 13 per cent, and in any other place from 7 per cent to 10 per cent.

The Hon. Colonial Secretary having formally proposed the resolution the Hon. Colonial Treasurer seconded, explaining how the various percentages appearing in the resolution had been fixed. The basis of the system had been to allot certain percentages to certain services, the total on such percentages being the percentage payable. The services taken for this purpose had been the Police, Fire Brigade, Water and Lighting. At present the Police was taken at 8¾ per cent, reduced to 7 per cent, in outlying districts; Fire Brigade at ¾ per cent; Water at 2 per cent; Lighting at 1½ per cent, making a maximum of 13 per cent. In the last few years the cost of the other services had greatly increased and the necessity for an increase had arisen. During the war an extra 7 per cent. was added all round, and the money received therefrom paid to Imperial Funds. This increase, was, however, temporary, and ceased on the termination of the war. In increasing the Assessed Taxes it seemed more equitable to follow the system that had stood the test of time and adjust the increases according to certain services received, rather than to add a fixed percentage all round. In the resolution before the Council the existing system had been retained, but the percentage allotted the various services had been increased. Mr. Messer went on to detail these.

The resolution was carried without discussion.

LIQUOR DUTIES.

The Hon. Colonial Secretary moved the second resolution regarding increases on duties payable upon intoxicating liquors, explaining the various differences between the old and new duties. These are:—On all brandy and liquors from \$4 to \$10 per gallon; on all whisky, gin, rum and other spirituous liquors from \$4 to \$6 per gallon; on all champagnes and other sparkling wines from \$4 to \$10 per gallon; on all port, sherry and maderia from \$3 to \$4 per gallon; on all other still wines in bottle from \$2 to \$3 per gallon; on all other still wines in wood from \$1.50 to \$2.50 per gallon; on all other intoxicating liquors excepting spirits of wine and native wines and spirits from 30 cents to 40 cents per gallon; on all spirits of wine and arrack from \$4 to \$6; on native wines and spirits various differing increases are imposed. He pointed out that the resolution had been made applicable to Cheung Chau as well as to Hongkong and Kowloon.

There was no discussion and the resolution was passed.

TOBACCO DUTIES.

The increases here provided for are as follows:—On cigars valued at not less than \$2.20 per lb. and snuff of whatever value from \$1.50 to \$2.50 per lb.; on cigars valued at less than \$2.20 per lb. and not less than \$1.60 per lb. from 70 cents to \$1.50 per lb.; on tobacco and

cigarettes valued at not less than \$1.60 per lb. from 70 cents to \$1.50 per lb.; on tobacco, cigars and cigarettes valued at less than \$1.60 per lb. and not less than \$1.10 per lb. from 30 cents to 70 cents per lb.; on tobacco, cigars and cigarettes valued at less than \$1.10 per lb. and not less than 60 cents per lb. from 20 cents to 30 cents; on tobacco, cigars and cigarettes of any other kind not otherwise provided for from 10 cents to 30 cents per lb.

The resolution having been formally proposed and seconded, the Hon. Mr. Holyoak asked whether the imposition of these extra duties would in any way interfere with the freedom of the Port. When the duties were first imposed it was understood that passengers arriving into the Port would not be molested by searchers. Such a proceeding would mean a large increase in the number of Port officers and the freedom of the Port interfered with.

H.E. the Governor said that no change in the present policy was anticipated but if the increased duties resulted in a large amount of smuggling some further measures would necessarily have to be considered.

The resolution was then passed.

NEW SCALE NOW IN FORCE.

A Government Gazette Extraordinary published to-day makes the new duties on tobacco and liquor applicable on and after to-day.

EARLIER SPECIAL TELEGRAMS.

(From Our Own Correspondents.)

THE STRAITS STRIKES.

Singapore, April 6.
The strikes are genuine. All the Harbour Board and most of the United Engineers' skilled workers are idle. An authoritative statement of the men's position is unavailable, but it is known that they resent the wage cuts. Fire-brands are encouraging resistance. The employers have abandoned the contemplated further wage cuts.

News in To-day's New Advertisements.

Two public auction sales of Crown Land are being held at the P.W.D. on Monday afternoon.—Page 4.

Further reductions in millinery are announced by Whiteaway Laidlaw & Co.—Page 3.

An extraordinary general meeting of members of the Hongkong Cricket Club is to be held on the afternoon of April 14.—Page 4.

A quantity of flour is being sold by Lammert Bros at the Kowloon Godowns to-morrow.—Page 4.

On Saturday cases of coach screws, carriage bolts and coloured glass will be auctioned by Lammert Bros.—Page 4.

A meeting of those interested in the Hongkong Dog, Cat, Poultry and Pigeon show will be held at Jardine, Mathesons on Monday evening.—Page 4.

On Monday next Lammert Bros will auction at Holt's Wharf 1278 bundles of Black sheets.—Page 4.

The Andes Maru has arrived from Hamburg and consignees should consult the notice on Page 4.

The last boxing tournament of the present season takes place at Ming Yuen Gardens on Saturday, April 16.—Page 4.

To-day's Exchange.

The closing rate of the dollar, on demand, to-day was 2s. 5½d.

The Weather.

2 p.m. Barometer:—29.87. Temperature:—77. Humidity:—75.

Lighting-Up Time.

Lighting-up time to-day is 6.41 p.m.

NOTICE.

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HING LUNG ST. Phone 515ECONOMIC RESOURCES
OF HONGKONG.

Some Interesting Reports.

From the Hon. Colonial Secretary we have received copies of the reports of the various sub-committees of the Commission appointed to enquire into and report upon the Economic Resources of the Colony. Below we give some of the conclusions reached:—

By far the longest report is that of the Factory and Home and Cottage Industries Sub-Committee presided over by Sir Robert Ho Tung. The documents include report with minutes of proceedings, appendices and illustrated memorandum on Sericulture, Pig-breeding, Tobacco, Cotton, Fruit and Vegetable Growing.

The report of the Tourist Sub-Committee is next in size. Then there are those of the Sub-Committees on Mining and Minerals, Shipping and Shipbuilding, Fisheries, a memorandum by Sir Paul Chater on Land Development in the Colony, and one by Sir Robert Ho Tung on the Salt Industry as carried on in the New Territory. The full list of members of the Commission is not given. The personnel has been altered considerably by departures and deaths since the Commission came into being. Led by Sir Robert Ho Tung, Sir Paul Chater, Hon. Mr. John Johnston, Hon. Mr. E. V. D. Farr, the late Mr. D. K. Moss and others, the Commissioners have enquired conscientiously and public-spiritedly and deserve the thanks of all whose interests are bound up in the Colony. Whether they have achieved much and what results may be expected to follow we must leave until we have had a better opportunity of studying their conclusions.

FACTORIES AND HOME AND
COTTAGE INDUSTRIES.

This report gives lists of industries and much information concerning them. It has been responsible for much of the delay in presenting the recommendations due to the breaking up of the sub-committee by departures, disinclination of factory managements and Chinese generally to give information and indisposition of the Chairman. Also the blocks for the illustrations had to be made outside the Colony.

In all, the sub-committee found 33 industries under European control and 143 under Chinese control. Only about half of both classes (17 and 82) replied to inquiries. The report estimates that \$50,000,000 (not including reserve capital) is invested in European concerns and some \$17,500,000 in Chinese. The figures, however, are very incomplete. The Chinese shipyards are not included, and it is regretted that so many European owners would not afford the information asked for.

Almost without exception the smaller Chinese industries complain of high rent, higher cost of living and of raw material. Japanese competition is said to be a factor against the development of local knitting factories. Also it is complained that delivery of raw materials from foreign firms is hard to get when the market rises, while when it falls goods are forced on buyers. "This is a question of commercial morality outside the scope of the Sub-Committee's powers."

We are obliged to skip much other information gleaned, and come to the Sub-Committee's recommendations:—

Briefly, they are:

Labour.—Growing cost of labour must be recognized.

Rent.—High rent is a serious obstacle. Canton has a decided advantage, which will increase with stable Government. "It behoves the authorities in Hongkong to very carefully watch the situation."

Buildings.—Restrictions should, if possible, be relaxed to attract industries to the Colony.

Shibuilding.—Small Chinese yards should be afforded facilities to continue their trade if dispossessed of their present foreshore rights by reason of any reclamation or other works.

Offensive Trades.—Government should define its policy with regard to the location of so-called offensive trades. Frequent removals have a detrimental effect and may lead to driving out of business of persons presently engaged therein.

Cleansing.—It will be an advantage if, when the Sanitary Department carries out its periodical house-cleansing and lime-washing, regard is had to the convenience of factories so as to reduce to a minimum the disturbance of the ordinary working of the same.

Canton's Competition.—Because Canton can build cheaper, it has

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CIGARETTES

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captured the motor-boat building trade formerly conducted in Hongkong.

Garages.—For the trade of motor-car assembling and repairing to be conducted remuneratively moderate house-rent is a first essential. At present accommodation for garages within the City limits is prohibitive. It has been pointed out to us that chauffeurs' wages in Hongkong are maintained at a rate disproportionate to that ruling in Shanghai. Whether the local conditions will warrant a substantial reduction in these wages, the Traffic Sub-Department of the Police Department will be more competent to express a definite opinion.

At the same time the training of Chinese chauffeurs, as suggested under Police direction is well worthy of consideration. A course of instruction for chauffeurs in driving alone costs \$160, and a complete course, including mechanical instruction, cannot be obtained unless on payment of \$250.

Salt.—It has been demonstrated that the Salt Industry has ceased to be a profitable trade in the districts of the New Territory.

Matches.—We strongly urge the desirability of stimulating the effort at re-establishing the match industry in the Colony, and to this end would point out the necessity of any sympathetic consideration of any application for leases of Crown lands as well as building covenants and restrictions. In connection with the botanical and Forestry Department might consider the expediency of planting suitable timber for match wood and boxes in connection with its afforestation plans in the near future.

Silk.—The value of sericulture cannot be over-estimated, and we endorse the Chairman's recommendations set out in detail.

Cotton.—Nothing can be lost by experiments being conducted with a view to demonstrating the feasibility of successful cotton cultivation on the mainland. The hosiery trade is increasing by leaps and bounds, and it behoves the Government to foster this industry by affording the means for supplying the raw material required by the trade. The starting of a new Cotton Mill with Chinese capital is mooted. All that its promoters desire is the ability to obtain cheap cotton, independent of cotton supplies by foreign interests inimical to local industry development.

Some less interesting items are omitted.

Land Development.

Sir Paul Chater outlines schemes for big reclamations at Kennedy Town and North Point. He adds:—

On the other side of the island there exists a very large area immediately beyond Yau-mat and stretching on both sides of the main road up to the village of Mong-kok-tsui, capable of being easily filled in by the cutting down of the surrounding hills, and which, when done, would add to this neighbourhood several acres of useful land.

For residential purposes the south side of our island has, up to now, remained practically a dead letter; but in these days of motor-cars, omnibuses and potential tramways, giving rapid and easy access to and from the business centres, the day is not far distant when the many excellent building sites to be obtained on this side of the island will be taken up, and homes where one may enjoy the benefit of the southern breezes during the hot summer months will there be established. At present much of this land that I have in mind is occupied by our Dairy Farm, but it may be made easily available by

the removal of the Farm to larger, and for their purpose, better tracts of land in the New Territory.

These, Gentlemen, are a few suggestions I wish to put forward dealing with the subject of the development of the Colony's resources, and I feel confident that were building sites prepared at the places I have indicated, and more particularly in the Kennedy Town and Yau-mat districts, they would find ready purchasers at good prices; whereas they will remain practically unsaleable if the preparation of the sites devolve upon any prospective purchasers.

Silk.

The memorandum on sericulture tells us something of Lady Ho Tung's efforts in that connection near Sheung Shui. The pamphlet is excellently illustrated. It is recommended that the natives of Shun Tak be encouraged to come to the New Territories to carry on their industries, that capital be advanced to small families to make a start, that an expert adviser be engaged to assist in technical matters and in soil improvement. Also that Hongkong's human manure, now sold to Canton might be used in the New Territories, and that Crown Rent might be made less burdensome on improved lots.

Pig Breeding.

The Pig Breeding report concludes:

- That profitable pig-breeding is practicable within the New Territories.
- That a cross of an English white boar and a Chinese black sow is the most desirable breed.
- That ample grazing field promotes strength and vigour in the pigs.
- That adequate railway transport facilities should be provided.

- That pens and sheds be provided for live stock at those stations receiving such for carriage to Yau-mat and Hongkong; and
- That freightage on rice-bran be reduced to the minimum possible.

When the time arrives for the Government to appoint a Cattle or Farm Inspector, the suggestion might be considered for the award of small money prizes to be offered for the best sow or hog or a whole family of pigs in every district, or a group of villages. The Inspector should act as the adjudicator. This may act as an incentive to improve the breed of pigs in the New Territories.

This report is also finely illustrated.

Fruit and Vegetable Growing.

In this connection the Government is asked to attach to the Botanical and Forestry Department a special European Official with the necessary technical knowledge to give free advice. Sir Robert Ho Tung says: This department can render invaluable services in assisting vegetable growers. In view of the high world prices for cane sugar and especially in the districts bordering on the British frontier in the New Territory, sugar-cane growing has been greatly stimulated. There can be no doubt that were the farmers in the New Territory to be urged to grow the more remunerative crop in addition to sweet potatoes and peanuts, they will eventually reap the benefit of their labour and enterprise. Their enterprise must, however, be stimulated by Government action and that action might take the form of material assistance. In the opinion of the Chinese it is believed that material assistance might be given to the fruit and vegetable gardeners if the railway and ferry charges for provided.

(Continued on Page 3.)



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ECONOMIC RESOURCES OF HONGKONG.

(Continued from Page 2.)

transporting fruit and vegetables to the Hongkong market should be reduced.

As to the groups of islands lying round Hongkong, however, little, if any, attention has been given, with the consequence that they are sparsely populated and practically useless, though one of them—Lantau—is even larger than Hongkong itself, and collectively they represent a considerable area. To encourage people to settle on these islands and engage in agriculture—I use the word agriculture in its widest sense—the Government should be prepared to grant leases to suitable applicants at a peppercorn rental for a period of (say) seven years in the first instance in order that opportunity may be given to the allotment-holder or farmer to recoup himself for his initial effort in bringing the land under cultivation. In certain special cases where it may be thought advisable, something in the nature of financial assistance—if the working of an Agricultural Bank is found to be too complex—might be rendered to the industrious settler anxious to develop his holding. To facilitate the marketing of produce, agricultural roads should be cut and piers should be constructed in the bays for the use of junks and/or ferries.

Mining and Minerals.

Sir C. P. Chater was chairman of the committee dealing with mining and minerals. In their report they mention the discovery of the following in the New Territories viz.: Copper, Silver-Lead, Tin, Wolfram and Iron. A large amount of money has been spent in efforts to develop them. It is to be regretted that developments have not been satisfactory with the possible exception of an Iron Ore deposit. This deposit is of large extent and excellent quality, and may one day prove to be of inestimable benefit to the Colony. Its exploitation has been and is now being retarded by the absence of a suitable coke-making coal deposit. . . . Regarding the other minerals, the fact that previous attempts at development have not been encouraging does not necessarily postulate the absence of workable deposits. On the contrary, the knowledge of the existence of so many minerals prompts the belief that vigorous, intelligent and systematic prospecting might reveal ore occurrences of economic value. Such being the case, it appears to us that prospecting should be stimulated whenever and wherever possible. The Committee recommends amendment of the Mining Ordinances of the Colony which, as at present constituted, tend to hinder prospecting rather than to encourage it. The report concludes by recommending:

- (1). That no charge be made for the right to prospect.
- (2). That the rental on Mining Leases be reduced.
- (3). That the payment of Royalty on ore mined be abolished, or, failing complete abolition, that the basis on which it is at present calculated be radically altered.

The Committee recommends that the Government engage a geologist of repute to undertake a geological survey of the Colony without delay. The area to be examined is small and the investigation will not call for the expenditure of much time or money, but the results will justify the expenditure from the scientific stand-point alone.

Shipping and Ship-building.
The report compiled by the Shipping and Shipbuilding Sub-Committee is based upon the most expert advice in the Colony, and also upon facts supplied by the Captains of various ocean-going vessels. With reference to Ship-building it states:

All supplies of materials, such as steel plates, sections, billets for forgings, pig iron for castings, etc., are imported. The freight on materials adds at least 10 per cent. to their cost. Auxiliaries of a special nature are affected in the same way. An important factor in the absolute determination as to whether shipbuilding in Hongkong is ever to be a progressive industry is the production of iron and steel in China. If this ever eventuates, Hongkong as a shipbuilding centre will be well established. In the event of minerals being procurable in South China, steel works would have to be on a very large scale. Freight rates on timber from

Borneo to Hongkong have recently been reduced and timber merchants are increasing their plant with a view to a larger output in the near future. It has been proved that in Hongkong we are quite capable of building practically any type of merchant ship as cheaply as, or possibly cheaper than any other country, Japan included. To be quite independent, however, cheap supplies of pig-iron and coal to run rolling mills are necessary. With a guaranteed supply of coal from nearby provinces in China, the question of the establishment of rolling mills is purely a matter of time. Labour is plentiful, but to maintain efficiency busy yards are essential. Efficiency has increased since the introduction of steel ships. In connection with apprentices, a system of technical education would prove of great benefit. A study of the English language should be combined with their studies in engineering.

The primary disability we labour under at present is that few shipping people at Home have any real idea of Hongkong's capacity for shipbuilding. This was particularly in evidence during the war when, with all the crying need for ships it was with the greatest difficulty, and only in the latter part of the war, that sufficient shipbuilding material was obtainable to keep the yards fully employed. Since then officials of shipbuilding firms at Home and in America have inspected the local yards and have been very favourably impressed. The possibilities of getting ships built and repaired in Hongkong should be kept very prominently before shipping people. When the Colonial Office were informed, towards the end of the war, practical results accrued. The capabilities of Hongkong as a shipbuilding centre were also brought strongly before the Home Authorities in 1917 when a Hongkong built vessel was decked in Liverpool for inspection and a number of experts were asked to express their views, which were very favourable.

Harbour Improvements.

Local experience is quite sufficient to enable us to indicate the position in which new buoys and lights might be placed; also to indicate where fog signals, or diaphones, should be made use of. Granted that the harbour is our principal asset, it is maintained that we require expert advice and properly constituted Port Authorities. There is already a tendency at other places in China (Dahly, Tsingtau and Shanghai) to lay out scientifically constructed harbours, and we are convinced that in view of possible developments it is necessary that the same should be thoroughly investigated.

The improvements recommended include an accutling red or green unwatched light, visible from 5 to 10 miles on the Tathong Rocks in the East Entrance to facilitate navigation at night. The revolving light on Gap Rock converted into a group flash, thereby being visible in thick weather at greater distance, an unwatched light on an iron tripod on Hongkong Chow Island, visible at 12-15 miles, a lighted buoy on Bokhara Rock, for navigation around Cape D'Aguilar, the Rambler Shoal and Belcher Ridge should be dredged deeper, or remove Belcher Ridge, an unwatched light on the East end of Lighting Island.

Diaphones should be erected. They have proved of inestimable value in Canadian waters, and the far more crowded waters of this Colony, equally subject to dense foggy weather, should be similarly supplied. The Sub-Committee are endeavouring to ascertain the expense in connection with Diaphones, also wireless position finders which the Government have stated have been found impracticable.

Dredging on a substantial scale is essential. All parts of the harbour which may be navigated by large steamers, and which have only a depth of 4½ fathoms should be increased to the 35 feet mark. There should be more than one deep drafted fairway in the harbour in preparation for larger ships, but it is futile to put forward anything but the most elementary suggestions as to dredging until we know what form the new defences of the Colony are to take and the alterations to tides and currents which they may entail. Suggestions as to dredging are: Deepen the water off Kowloon Point; dredge the Western end of the Northern and Central Fairways to a suitable depth and lay down heavier moorings. If the Western end of the fairways are deepened, a deep water channel would also require to be dredged to Sulphur Channel,

in which there is plenty of water; To increase the harbour accommodation for ships drawing over 30 feet the harbour should be dredged to a depth to be hereafter decided on: (a) from the Northern Fairway to a line drawn East and West from the Southern entrance of Mong Kok Tsai typhoon refuge until it meets a line drawn south through the Fairway Buoys, or (b) dredge that part of the harbour to a suitable depth between a line drawn South from the West end of Stone Cutters Island to the Fairway buoys and a line drawn South from White Pt. Stone Cutters Island to the Northern Fairway.

The Man-of-War anchorage is a good position for deep draught ships, but it would probably be asking too much to suggest removing the men-of-war from their present anchorage to say, Kowloon Bay. Piers or Jeties might with advantage add to the facilities for handling of cargo.

Fisheries.

Reliable information on this subject has been extremely difficult to obtain because only the Chinese themselves could give the information required, and no amount of reasoning will persuade them that we have not at the back of our heads some scheme which will ultimately deprive a certain class (the fishermen) of their living. This report is therefore put forward in little detail, and the facts and figures cannot be definitely relied upon, although they were supplied by influential Chinese who themselves found considerable difficulty in collecting data. Briefly, the amount of fish brought into the Colony varies between 17,000 and 20,000 tons per annum. Of this amount approximately half is salt and half fresh water fish. The principal fishing grounds are (1) in the neighbourhood of Macao and (2) off the coast opposite Swatow, but different species are caught in different waters. The fresh water fish come from the Canton River and its tributaries. Many means are employed for catching fish, mainly stake, and hanging nets fished from the shore, and many primitive methods are also adopted for catching fish such as "spearing." The fishing fleets are interfered with very considerably by storms, but generally speaking it takes from two to three days to get to the fishing grounds off Swatow and about one day to those off Macao. Fish caught in the immediate neighbourhood of Hongkong generally come in to the local markets. Most of the catch in the more distant waters is salted down and also consumed on the island, only a small amount being exported. There appears to be no value in oysters apart from human (Chinese) consumption or for fertilising purposes. Mr. John Johnstone, chairman of the Fisheries Sub-Committee attaches copies of the questions addressed to the Chinese on this subject and their replies thereto, and concludes by reminding the Government that a private company to operate steam trawlers in these waters a few years ago failed miserably owing to the opposition it met with at the hands of the Chinese on all sides.

AN AGE OF SMALLER DOINGS.

How War has Lowered our Powers.

A new steamer is to be launched at Birkenhead for the Cunard Line. A little over 600ft. long, she is the largest ship ever built on the Mersey, yet she is only of 21,000 tons, and thus small when measured by the standard that had been reached before the war. Then we were building 30,000 and 40,000 tonners and thinking of ships up to 60,000 tons.

Nor is the new Cunarder to be a fast ship. She will steam some knots below 20, whereas before the war a liner had to do over 20 knots before we put her in the express class.

Yet this 21,000 ton liner to be launched at Birkenhead is one of the largest that we shall have put into the water this year. There is no talk of new Mauretania, Aquitania, Olympics and Imperators, even now, two years after the armistice.

So on the sea we steam more slowly and in smaller ships than we did six or seven years ago, and it looks as if we shall do so for many years to come, states the *Daily Mail*.

And it is much the same on land. We do not travel as fast as we did and trains are fewer. In

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some parts of Europe railways have gone all to pieces, and even in Britain there is as yet only one express run that is equal to the fastest before the war—that from London to Brighton in 60 minutes.

Coal production is down. In spite of the great legacy from the war of new factories, new plant, new inventions, we are manufacturing less than we were. We may be getting higher prices but certainly have less to sell than we had a few years ago.

Novelists are writing shorter novels because of the lack of paper. There are fewer matches in the box. The restaurant cup of coffee, though dearer, no longer brims.

So the tale runs. Everything is below its biggest. We have come to an age when man has passed a summit of achievement and come down into a hollow of smaller doings. As the economist tells us

we have only about two-thirds of our ability to do the big things we used to do.

This is a dark age, then, in which men, instead of improving on the past, slip back into lesser endeavour. Whether he likes it or not, he is putting up with less than a busy, clever world once gave him. He knows it well enough but so far as he can see he cannot help it.

There have been dark ages before. Whole civilisations have vanished and centuries have passed before a renaissance came. Will this present dark age run a course of centuries? It is hardly likely. History is the one thing that has not slowed down and a few years make an age nowadays. Maybe man will soon be busy, vigorous, bustling again, and full of the will to beat his previous best, and we shall be launching a 70,000-ton 30-knot Cunarder in 1930.

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The Hongkong Telegraph

HONGKONG, THURSDAY, APRIL 7, 1921.

A CHINESE KETTLE OF FISH.

Here in Hongkong it is often task enough to follow the ramifications of Chinese politics as they affect the South, without keeping tally of the perpetual feuds farther away. Recent events in Mongolia, however, present such a spectacle of wheels within wheels as to invite a few words. Before the world war Mongolia, at the instigation of Russia, started upon an independence movement, resulting eventually in the agreement of 1915, whereby, while China's suzerainty was acknowledged, full autonomy was conferred upon Outer Mongolia, the Inner area remaining under China's jurisdiction as previously. In 1919, presumably in consequence of the unsettled conditions, Outer Mongolia entered upon a rapprochement with China, who stationed a garrison at the capital, Urga. Probably there were other grievances; it seems, at any rate, that the garrison robbed, slaughtered, and ravished. The sequel was that in February a Mongolian force (Mongolian bandits some accounts say, but the distinction between soldiery and banditti is not very clearly drawn in those regions), with some "White" Russians, fell upon Urga and put the garrison, except a section which got away just in time, to the sword. This was the first act in the drama or tragedy.

The Mongolians appear to have considered their object pretty well accomplished, not wishing for further conquests so long as their complete autonomy was respected, and being, in fact, desirous of developing trade relations with China. Stimulated, however, by their Russian allies, and provided, it is said, with Japanese ammunition, the combined forces or some of them pushed on and captured other towns with little opposition, even threatening Kalgan on the road to Peking. The moving spirit among the "White" Russians is the adventurer, Baron Ungern, with Simianovs, Kappellites and others in the offing, or even in co-operation one day and collision the next. A Tibetan wing seems also to have participated in the capture of Urga, and to have effected the release from his Chinese guards of the Hutuktu (or Living Buddha), who, a little slow in getting clear after the main purpose had been accomplished, was said to have fallen into the custody of the Mongols' Russian allies. A later report says that the Hutuktu is all right, and that preparations for his coronation are being made.

At first the authorities at Peking displayed no great concern, but waited for Marshal Chang Tso-lin, the Manchurian War Lord, to explain why things had gone amiss. Since then reports have varied from day to day. Now Chang is devising means for recovering Urga; next (say the reports) he has been conspiring all the time with Mongols, Japanese, and Russians (White or Red or White and Red); then he and his coadjutors have got four divisions ready to start, and again that they will not start until Peking sends more money—of which Peking, pleading poverty, promises a part. Following comes an alternation of messages that Chang is coming to the capital to report personally, and that he is not coming, interspersed with which are hints that throughout the astute Tuchun has been playing for a restoration of the monarchy (either on behalf of the young ex-Emperor or on his own account), which brings forth a denial that he is doing anything of the sort. Arrives next a report that Chang has nominated a certain Tuchun to lead the relief force and still a further report that certain other Tuchuns don't agree with the appointment, so that nothing is done. Finally (that is, as far as the reports so far received go), Chang starts to fiddle while Rome burns, having forgotten the war in the enjoyment of some birthday junketings just when Peking, alarmed perhaps by the threat to the comparatively near post of Kalgan, appears really desirous of taking definite measures. Other features in the picture are that China is advised to make common cause with the Communist Republic at Chita (Red Russians) in order to stem the invasion, and yet again that the Japanese, stated to be favouring China's adversaries, are also conferring with the Red Russians of Chita. A puzzle for spare moments offers itself if any one likes to work out the precise relations of the different parties. Just now China seems to be enjoying safety from further aggression because of the number and variety of her antagonists, with their different interests to reconcile, rather than through her own costly military.

NOTES & COMMENTS.

The Chinese Girl Student.

Every now and again a casual message comes along to intimate that that social phenomenon in Chinese life, the New Woman, has made her appearance. From these one gets the impression that the movement is restricted to a coterie. A notification just issued by the Ministry of Education at Peking, however, suggests that modern ideas are spreading in wholesale style among the young—very young—womanhood of China. Many girls' schools are springing up all over the country, it is stated, and as there are numerous girl students who are leading lives which are too free as compared with their sisters, the Ministry has laid down five laws. The first is that no girl shall cut her hair short—a propensity to which we did not know that the Chinese maiden was addicted. On aesthetic grounds the edict is rather to be welcomed, though hygienic reasons or considerations of comfort might warrant bobbed hair in the southern regions. Then she must not "engage in free marriage," meaning that she shall not marry without the consent of her parents—which is surely desirable if, as would appear from another of the laws, the edict applies to pupils under fourteen. Curious reading is provided by one of the laws, which ordains that a pupil "shall not band herself with other girl students to go out and waste time on the streets," which suggests that the feminine portion of Young China is getting tired of the traditional seclusion. The law that the pupil shall enter a co-educational school after she reaches the age of fourteen rather surprises by its progressiveness on the part of the Ministry. The remaining law, that the girl student shall not bind her feet, has the contrary effect of surprising by the implied reactionary tendency on the girls' part. Still, the signs are that Miss China wants a share of the independence enjoyed by her sisters in other countries.

Seaman Deserters.

Magistrates at Home are adopting an increasingly severe attitude in the case of members of the crews of British vessels deserting in United States ports. In one recent case the offender was ordered to forfeit the wages due to him at the time he deserted, to pay the wages paid to his substitute, to bear the costs of the action and to pay a fine of £5. In another case the Liverpool magistrates subjected the offender to a fine of £15 and costs. Norway recently adopted measures for dealing with this problem. The expense and trouble entailed by desertions render the matter decidedly important, and, considering Britain's enormous maritime interests, it is well to learn that every effort is now made to keep track of any British deserter, and to bring him to justice the first time he again sets foot in the United Kingdom.

Inter-Port Cricket.

The team to visit Shanghai next month has not been quite completed, owing to several prominent players being unable to accept. Pearce's absence will be a heavy handicap—a Hongkong team minus the redoubtable smiter suggests Hamlet without the Prince. Another robust hitter in Major Edwards is likewise unable to make the journey, as also is "Captain" Hancock. R. L. Wodehouse, who played in the triangular tournament, and F. J. Ling are others to whom the same remark applies, while the trundling department will suffer an important loss through the absence of R. E. O. Bird, whose intriguing deliveries credited him with the hat-trick against Shanghai in November. Notwithstanding these drawbacks, an excellent, though not representative, combination is being assembled. Ten of the places have been filled so far, half of them by Service cricketers—four from the Army, while Lieut. Franks, R.N., will again be the man behind the sticks. The Civil Service cricketer, E. B. Reed, who was reserve for the triangular tournament, gets a place, to which his fine bowling during the season just closed fully entitles him. Capt. Davies, the indefatigable speed merchant, will again be a leading member of the attack, another useful performer with the ball being F. O. de Rome. Lieut. Col. Bowen is a fine bat on his day, and the golfing cricketer, Major Bagnall, may make a handy score. Farthing is an energetic all-rounder, and it is pleasant to note

DAY BY DAY.

A WISE MAN IS NOT INQUISITIVE ABOUT THINGS IMPERTINENT.—*Broomie.*

His Excellency the Governor dined at the R. A. Mess on Tuesday night.

We understand that H.M.S. Colombo is shortly returning Home via Australia.

The chief fireman of the s.s. Egremont Castle is reported by the master to have disappeared at sea on the 3rd instant.

A fire took place at a matched at Cheung Chau yesterday. It was extinguished by the villagers, with the help of the Police.

A Chinese returned emigrant who arrived here by the China mail liner Nile was to-day fined \$50 at the Police Court for being in possession of a revolver without a permit.

It is recorded in the report of Economic Resources Committee that for the knitting industry, labour has been recruited for the most part from Canton and the interior of Kwangtung, the reason given being that "their (the labourers) wages are lower and they are not trickish."

The Bishop of Victoria will be absent from the Colony from 7th April until about 10th May. During his absence he will attend the triennial General Synod of the (Episcopal) Church of China to be held at Hankow; also meetings of the Church Missionary Society Advisory Council and of the China Continuation Committee at Shanghai.

Three men last night engaged rickshas at Yaumati to proceed along the Kowloon City Road. They revealed their intentions, when in a secluded spot behind Bailey's Yard at Tokowan, and held up the drivers with daggers and revolvers and forced them to surrender their takings, which, with the value of a purse, are said to amount to \$3.30.

Humour was introduced in two answers received by the Economic Resources Committee to the question:—"From what countries do you obtain most of your raw material?" A brick-maker and a bowl-maker, both of whom carry on their trade at Taipo, facetiously informed the Committee that their raw materials are obtained "from the mountains."

A quarrel over some trivial matter split the coolies loading a rice aboard the steamer Mausang yesterday into two gangs. The quarrel was renewed when they landed at the Wing Lok Wharf, two coolies either falling or being accidentally pushed into the Harbour. One was rescued but the other was not seen after the accident, it being presumed that he was drowned.

LAWN TENNIS.

H.K.C.C. Tournament.

Open Championship Doubles: J. B. Penman and A. D. Humphreys beat Major C. Willson and L. Forster, 6-3, 6-4, 0-6, 6-3, 6-2. Club Championship: Capt. P. Havelock-Davies beat G. M. Doddwell, 6-2, 6-4, 6-3. Handicap Singles "B": C. Blaker beat Capt. Tomory 6-1, 7-5. Men's Handicap Doubles: G. Miskin and E. G. Grimble walk over, their opponents, T. E. Winfield and M. E. F. Airey, failing to turn up. Mixed Doubles Handicap: Lieut. Colonel Nicholson and Mrs. Gompertz beat Major J. R. and Mrs. Lloyd, 6-1, 6-3.

that Kowloon has a representative in that excellent batsman C. S. Stapleton. The Colony beat Shanghai in the autumn, but, as one of the home players remarked, the winning stroke was scored, "It's just as well that we haven't another fifty to get." Ergo our representatives will need to be right at the top of their form next month.

SEA BATHING.

Facilities in Hongkong and Kowloon.

There was laid on the table at the Legislative Council meeting to-day, the report of the Committee on the provision of facilities for sea-bathing in the Colony. The Committee was composed of the Hon. Mr. Claud Severn, the Hon. Mr. H. E. Pollock and the Hon. Mr. Lau Chu-pak, and its report is as follows:—

We have considered the questions referred to us, which were as follows:—

(1) The feasibility of providing adequate public facilities for sea-bathing for the residents of:—(a) the Island of Hongkong. (b) Kowloon.

(2) The possibility of supplying cheap and easy means of transport to the public in connection with sea-bathing.

Some persons who wish to indulge in sea-bathing in the Colony do so by means of private launches and yachts, and in the case of societies and schools by hiring craft of all kinds for the season or by the trip at a small cost per head. There are, however, many who are unable to make use of any of these facilities and they have hitherto depended on using the beaches at Kennedy Town and North Point.

In view of the fact that reclamations for industrial purposes threaten in the near future to remove the beaches hitherto used we have had to consider how they can be replaced, and in doing so we have adopted as a maximum figure for the cost of transport to, and use of, a bathing beach the sum of 40 cents per head. With this limit we find that it is feasible to provide public facilities for sea-bathing both for the residents of the Island of Hongkong and Kowloon.

In the Island of Hongkong we recommend that the Government should undertake the preparation and upkeep for public bathing of two places in Victoria:—

(a) The first place is a beach 230 feet in length lying between Marine Lot 290, the premises of the Royal Hongkong Yacht Club, and Marine Lot 321, the premises of the Hongkong Electric Company. We are advised that this beach can be developed satisfactorily so as to be available for bathing at practically all states of the tide. It is proposed to reclaim this beach for a depth of 30 feet from the existing road channel by means of a pitched rubble slope, the sea-ward line being built to a level of ten feet above Ordnance Datum. The reclaimed area would be surfaced in lime and cement concrete and matched accommodation would be erected on it, and a fresh water shower bath. A bamboo pier with diving places would be constructed along the South-west boundary of Marine Lot 321 and the bath area enclosed by a hardwood boom of suitable depth to prevent floating debris passing underneath and fitted with a splash board to prevent oil being thrown over into the bathing area by the motion of the water. The boom will also provide a safeguard against accident.

(b) The second place is at Kennedy Town. For the present year and possibly for a few years hence the portion of beach hitherto used will be available, and we do not recommend any change in the arrangements existing. It is, however, possible that a reclamation of a moderate length may be constructed in the near future, which will include the whole or a part of the beach now in use. In that case we recommend that a portion of beach more to the westward be developed in much the same manner as the beach dealt with under (a).

For residents of Kowloon we have been able to arrange with the Naval and Military Authorities for a portion of the beach on the north side of Stonecutter's Island to be reserved. We recommend the construction by the Government of a fence enclosing an area above high water mark, a bamboo pier, a diving platform, matched dressing-rooms, and a matched for refreshments. We also recommend the construction of a short bamboo pier at the end of Jordan Road, Kowloon. The Kau-Lung Sze-Yeuk Kai Fong

PORT OF HONGKONG.

Free Trade Considered Best.

The question of Protection v. Free Trade in Hongkong is raised in the report of the Economic Resources Committee.

In reply to the question:—"Can you offer any suggestions in order to further develop your business?" it is recorded that one foreign-managed concern advocated a preferential tariff of duties in British possessions in order to enable us to compete favourably with Manila factories." The Committee states:—"The question of Protection versus Free Trade" is a highly academical one and we hesitate to commit ourselves to any definite pronouncement thereon. We would rather leave well alone, confident in the conviction that as the foundation of Hongkong's prosperity was built on Free Trade there is no reason to believe that on Free Trade it will not continue to enjoy a greater measure of prosperity in the future than it has in the past. We would hesitate to commit ourselves on a policy that would subvert the freedom of this port, realising as we do the danger of erecting a protective barrier when friendly neighbouring ports are operated on Free Trade principles.

Ferry Company which operates the ferries on the west of the harbour, has offered to provide a launch to carry bathers between the pier suggested and Stonecutter's Island and back at a low fare, the exact amount of which has not yet been fixed. The launch would leave Jordan Road about 4.45 p.m. and 5.45 p.m. every afternoon, and return from Stonecutter's about 5.15 p.m., 6.15 p.m. and 7 p.m. No other launches should be allowed to use the Government beach and we recommend that a sum of ten cents be charged for each bather. By this means provision would be made for about 320 bathers a day.

The cost to the Government of providing the bathing facilities is estimated to amount to about \$8,000. A sum of \$2,700 is provided in the Estimates for the current year, and this would have to be supplemented.

We desire to record our appreciation of the assistance rendered to us by Mr. E. W. Carpenter of the Public Works Department in the preparation of plans and estimates, and in making suggestions.

BOXING.

The Next Tournament.

This morning, in the Hongkong Telegraph offices, articles were signed by the contestants in the main event of the next tournament under the auspices of the Hongkong Association, which is to be held at the Ming Yuen Gardens on Saturday, the 16th instant.

The principal event is to be a 15-round fight for the Heavyweight Championship of the Colony, between Pte. Wilkins, R.M.L.I. (H.M.S. Hawkins), who is the Heavyweight Champion of the China Fleet, and A. B. ("Peggy") Evans, also of H.M.S. Hawkins. This will be Wilkins' first fight in Hongkong, but he comes with a fine record. He was Light-Heavyweight Champion of the Mediterranean in 1916 and in 36 fights has only lost once. Evans is well-known here as a very game fighter. He held the Middleweight Championship of Malta in 1916 and 1917 and fought the Middleweight Champion of the Australian Navy some time back, being knocked out in the last round. Locally he has twice beaten Seaman Hewitt and at the February tournament he won over P.O. Rosser.

The other events will be as follows:—

Six-round Middleweight contest between Stoker McDonald (Titania) and Leading Stoker Jones (Ambrose).

Six-round Featherweight contest between Leading Seaman Burns (Alacrity) and A.B. Derbyshire (Titania).

Six-round Welterweight contest between Stoker Skinner (winner of the Novices Competition at Weihaiwei in 1920) and A. B. Bolland (Hawkins).

Six-round Lightweight contest between Pte. Richards (Hawkins) and A. B. Popple (Titania).

BANDMAN SEASON.

There was again a large audience at the Theatre Royal last night, when the Bandman Opera Company presented "Tails Up." It was quite an amusing piece, and those present spent a most happy evening. To-night the Company will stage "Irene," which has had a big run at Home.

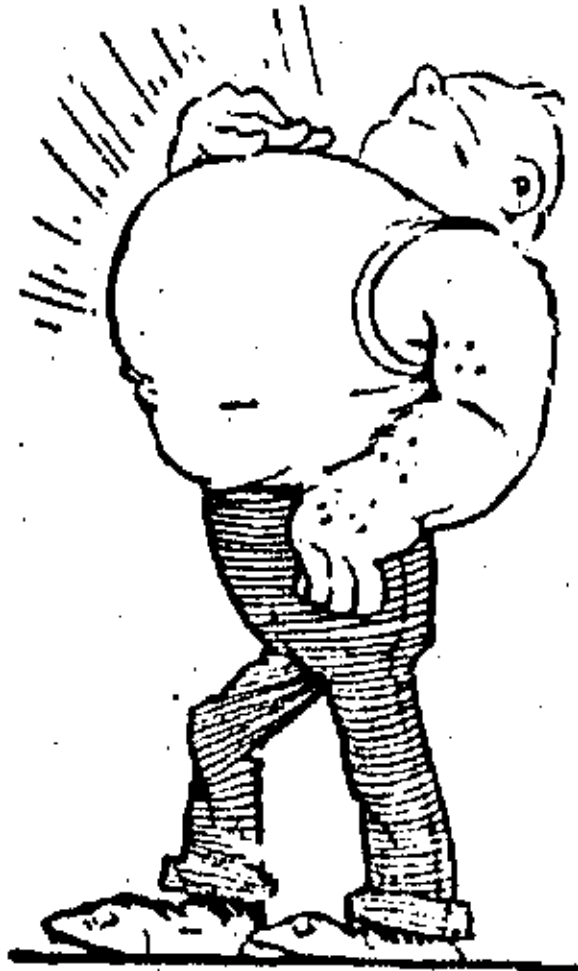
We understand that the Company's season here will end on the 11th instant.

Between Ourselves

By Robt. MacWhirter.

A word for the kiddies to-night, Sky eh? Oh, all right, but mind ye, I wasna brought up on the Montessori system. A thick pointer and the Primer were my earliest accessories in the way of starting me off on the rough and jagged path of knowledge. There was no Plasticine for pet pupils in those days. And mind ye, I don't think we were any the worse off, when all is said and done.

Now attention, children. Willie you wipe your nose and stop scraping your feet on the bar of the chair. Jessie, keep your hands quiet—the pink bow is still in your hair and no' likely to fall off for a while. Now look at this nice picture and repeat slowly after me.



THIS IS A MAN.
HAS HE NOT A LARGE CHEST?

YES, HE HAS A VERY LARGE CHEST.
DOES HE KEEP MONEY IN HIS CHEST?

NO, HIS CHEST WAS DE-VELOPED EARLY IN LIFE TO KEEP HIS MEDALS ON.

DID HE EVER WIN A MEDAL?

NO, ALL 'E EVER GOT ON HIS CHEST WAS A COLD.

Ah, that'll do nicely. Now it's time for bath, supper and then to bed. By-Bye.

Now you big, overgrown kids, stop shooting them dice, give that last gin time to settle and bring your left ear right up to the keyhole.

It may be as the scientists say that from a physical standpoint we are much inferior to prehistoric man. I grant ye of course that most of us would rather be inferior than prehistoric. But that's neither here nor there. Going about through life like a pouter pigeon wi' its mental carburettor choked up ians' going to bring ye any medals either. Some folks' minds are, like their rooms, packed wi' small and useless objects. Ye might have a fine big body but let me tell ye that throwing out your chest never yet solved a problem. If you don't make use of the top storey, then your salary's much too high, and you're partly responsible for the high cost of living. A No. 3 brain in a No. 1 job should be a punishable offence without the option of a fine. Talking of thinking—but aye, that's the whole business. If we'd talk less about the things we don't know we'd have more time for thinking, wouldn't we?

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FOOTBALL

United Services League.

A good game was witnessed on the Club ground yesterday afternoon between H.M.S. Hawkins, winners of the League, and a team chosen from the Rest of the League. The teams turned out as follows:—

H. M. S. Hawkins.—McBride; Russell and Humphries; Stewart, Edwards and Morgan; Cunliffe, Bullard, Webb, Harris and Burd. The Rest.—Smith (Wilts); Trivett (Wilts) and Frampton (R.G.A.); Farmer (Wilts), Hudson (Tamar) and Donovan (R.G.A.); Savage (Ambrose), Downs (Ambrose), Wetherby (Curlew), Cook (Curlew) and Amor (Wilts).

The teams were very evenly matched and the game was well contested throughout. The Rest were the first to score, Cook beating McBride with a fast shot from close range. The Rest again were soon testing McBride who saved well from Amor and Downs. From a centre by Savage, Cook sent in a fast shot that McBride just managed to turn round the post. From the corner kick, Cook beat McBride and the Rest were two goals up after about twenty minutes play. The Hawkins stung by this unexpected reverse attacked with vigour and Smith was lucky to clear from Webb who following up forced the goalie to carry beyond the regulated distance and the Hawkins were awarded a free kick almost on the goal line. However the Rest cleared and time arrived with them leading by two goals to love.

Resuming, the Hawkins assumed the offensive but found the defence very sound. Success came to them for Bullard receiving a pass from the left sent in a ground shot that Smith stopped but found it too hot to hold and let the ball drop into the corner of the net. This success made the Hawkins put forward an effort to equalise but the defence kept them out and a very fast and even game ended in a win for the Rest by the odd goal in three. Mr. Jones R.C. was the referee.

At the conclusion of the game, H.E. Major General Sir G.M. Kirkpatrick K.C.B., K.C.S.I., G.O.C. the Station, presented to

Edwards, the Hawkins captain the shield and in so doing congratulated the team on going through the league without defeat. The record for the season showed that out of twelve games played, they had won nine and drawn three, scoring 28 goals and having only 9 scored against them, he hoped that next season would see the Military teams to the fore and win back the shield for the Army. The G.O.C. then presented each member of the Hawkins team with a medal. Edwards then called for three cheers for the General, the cheers being heartily given. Miss May presented Lady Kirkpatrick with a bouquet in a silver holder.

Accompanying the General, were, Lady Kirkpatrick, the Misses Kirkpatrick and Capt. Fisher, the General's A.D.C. Previous winners of the League, which commenced in the season of 1912-13, are:—1912-13, R.E.; 1913-14, D.C.L.I.; 1914-15, Royal Navy; 1915-16, R.E.; 1916-17, K.S.L.I.; 1917-18, Hongkong D.C.; 1918-19, Royal Navy; 1919-20, H.M.S. Carlisle.

H.M.S. Tamar are the Runners-up this year. ST. JOSEPH'S v R.G.A. RES. The above teams will meet on Saturday to decide which eleven will take the top place in the Second Division of the League. They will meet on the Club ground at 3 p.m. sharp.

TABLE SELLS FOR 3,000 GUINEAS. A Louis XV. library table, which realised 3,000 guineas, was among specimens of old French furniture sold at high figures at Christie's recently.

DON'T BUY GLASSES

as you would shoes. Many defects of the eye are revealed only by a careful examination, and can only be corrected with specially ground lenses. If your eyes trouble you, have them thoroughly examined and scientifically tested in the Refracting Chamber of the Hongkong Optical Co., Successors to Clark & Co., Manufacturers and Refracting Opticians (the only competent optical manufacturing house in the Colony) located in 53, Queen's Road Central, and a pair of lenses be specially ground to correct their defects.

SEAMEN'S WAGES.

A Supreme Court Judgment.

His Honour Mr. Justice H. H. J. Gompertz, the acting Chief Justice, gave judgment this morning in the Supreme Court in the suit brought against the Standard Oil Company by the crew of the s.s. Sequoya, for wages alleged to be due and for a return passage to New York. They also claimed an account. The vessel shipped a crew in Hongkong on June 13, 1919 at the current local rates for wages. The agreement was to serve the said ship on a voyage from Hongkong to any port or ports within the limits of 70 degrees north and 70 degrees south latitude, trading in any rotation as may be required, for a period not exceeding two years, final port of discharge to be Hongkong, with wages payable up to the date of arrival or discharge in Hongkong. On the arrival of the steamer at New York on August 20, 1919, the crew gradually deserted. Fresh men were engaged and on September 9th the plaintiffs were engaged at New York, at New York rates, which were considerably higher than those current in Hongkong. In due course, the vessel left New York and proceeded by way of Colombo, Calcutta, Rangoon, Port Arthur, Texas, to Hongkong. On arrival in the Colony in March, 1920, the master claimed to discharge the plaintiffs and he went with them to the Harbour Office and tendered them the wages due, but the plaintiffs refused to accept discharge or to receive payment. The amount of wages due was paid into Court with a plea of tender.

The plaintiffs' case was based upon a letter given to the boarding house master in New York through whom the plaintiffs were recruited by the master of the Sequoya. That letter ran as follows:—"I hereby agree to engage 22 men on board the British steamer Sequoya from the port of New York for a period not to exceed 18 months."

His Lordship in the course of his judgment said:—"The voyage for which these plaintiffs agree is clearly not the voyage in the Articles, which is stated to commence from Hongkong, whereas, for these plaintiffs it is a voyage out from New York. Then there must be a return to New York for discharge, or at any rate before discharge. The words in the letter 'from the port of New York to the Orient'—thence to and fro' must mean that the plaintiffs were entitled to be carried to the Orient—'thence to' or back to New York, and 'fro', back to the Orient. Even if the port of discharge is Hongkong, New York must be again visited before discharge takes place. The agreement has therefore been broken, and the plaintiffs are entitled to their wages for the full period of 18 months. In my opinion the letter of agreement and the articles must clearly be read together, but even if the letter is read by itself I am unable to put on the words 'thence to and fro' the construction contended for. Such a construction, it seems to me, puts greater force upon these words than they can properly bear. A more natural construction is to take them as equivalent to whether read in conjunction with or without the articles. A misunderstanding there undoubtedly was, and it was due, I think, to the fact that the plaintiffs, from whatever cause, had come to believe before they went to the shipping office that 18 months was the minimum period and therefore paid no attention to the other heads of the agreement, excepting of course the rate of salary. But the vessel cannot be held responsible for this, which the words 'from port to port' or 'between ports.' The natural and ordinary meaning of the words is not that which Mr. Alabaster puts upon them. Nor is the construction that the plaintiffs were entitled to discharge in New York in any way tenable, either on the letter, or the letter and the Articles read together. Coming to the claim that the plaintiffs had an agreement for a minimum period of 18 months, this was equally hopeless on any construction of the letter, was in no way the fault of the master or the agents. Judgment for the defendants with costs from date of payment into Court. The Hon. Mr. H. E. Pollock and Mr. F. C. Jenkin, instructed by Mr. Wilkinson, appeared for the defendants, while Mr. C. Alabaster, with Mr. Hind, appeared for the plaintiffs.

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LATE MR. F.G.K.S. MAY.

The Funeral.

Deep signs of sympathy were manifested at the funeral of the late Mr. May held at Happy Valley yesterday afternoon. Despite his brief connection with Jardine's deceased was well liked by his colleagues, which was demonstrated by the large attendance and the profusion of wreaths placed on his grave. The General Manager of the firm, Mr. D. G. M. Bernard, was present, and with him were Messrs R. Sutherland, F. C. Hall, A. Piercey, Ho Leong, R. Hancock, T. E. Pearce, E. G. Wilkinson, A. W. Eastman, Musitano, J. Bell Irving, E. F. Aucott, G. H. Piercey, J. K. Shaw, R. E. Macdougall, P. Tod, G. A. Hastings, G. R. Sayer and Dr. Arthur de Carvalho.

The coffin was borne on a hearse and conveyed to its resting place from the gate of the Protestant Cemetery by Messrs R. J. Paterson, A. B. Stewart, J. E. H. Bibby, F. A. Pollock, A. Murdoch and S. E. Grimstone. The customary burial service was performed.

Among those who sent floral tributes were His Excellency Sir R. E. and Lady Stubbs, Messrs Jardine Matheson and Co., Ewo Junior Mess, Hongkong and Shanghai Bank, Peak Mess Messrs. Jardine Matheson and Co., Insurance Dept., Messrs. Jardine Matheson, Import Dept., Hongkong Polo Club, Messrs. Jardine Matheson and Co., Engineering Dept., Dr. and Mrs. A. de Carvalho, Mr. and Mrs. R. E. Macdougall, Mr. R. J. Paterson, Mr. D. G. M. Bernard, Mr. G. C. Moxon, Mr. Eric H. Bibby, Mr. and

BASKET BALL.

League Season Ends.

At the Chinese Y.M.C.A. Institute last night, the final in the Basket Ball League was contested between a team representative of the Moslem Club and the Y.M.C.A. It was won by the former Club by a margin of only three points.

Mr. Jones, the Physical Director of the Canton Y.M.C.A., was specially invited over from Canton to referee the match which was so evenly contested that at the expiration of the allotted time it was found necessary in view of repeated draws to extend the time to a further ten minutes. The respective points registered at the conclusion were 29 and 26.

The Moslem is therefore the winner of this season's competition, having secured that position by an unbroken record of successive wins. The shield will be presented to it at the exhibition match to be held at an early date.

The following represented the winning team:—William Baker, (Capt.) Henrique Eclano, Fung Yiu Kan, G. M. Rafiek, Tai Cho Man, William Fox, B. A. Hyder, S. Jackson, and J. Cureem.

Mrs. R. Hancock, Messrs. W. D. F. Wilson and F. A. Pollock, Mr. and Mrs. H. S. Hillis, Mr. A. B. Stewart, Mr. and Mrs. Bell Irving, Mr. Ho Leong, Mr. and Mrs. F. C. Hall, Lt. C. B. Thomson, R.N., Lt. H. E. Sprague, R.N., Lt. D. W. East, R.N., and Lt. M. Blood, R.N.

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THE PAUPERS DRIVE. From THE SPRING MAID. 267.
TWO LITTLE LOVE BEES. 212.
FOUNTAIN FAY. 233.
LEND ME YOUR AID. 408.
CELESTIAL "AIDA". 391.
VOCAL GEMS. 357.
DREAM SCENE. 207.
SELECTIONS. 207.
VOCAL GEMS. 207.
NONE SO RARE. 207.
IN HER SIMPLICITY. 207.

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WHAT WAS THERE WAS GOOD. By GEORGE ROBEY, Comedian.
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CAMERA NEWS



SIR HAMAR GREENWOOD AND LADY GREENWOOD.

Photographed at their official residence in the Phoenix Park, Dublin. Sir Hamar Greenwood is Chief Secretary for Ireland.



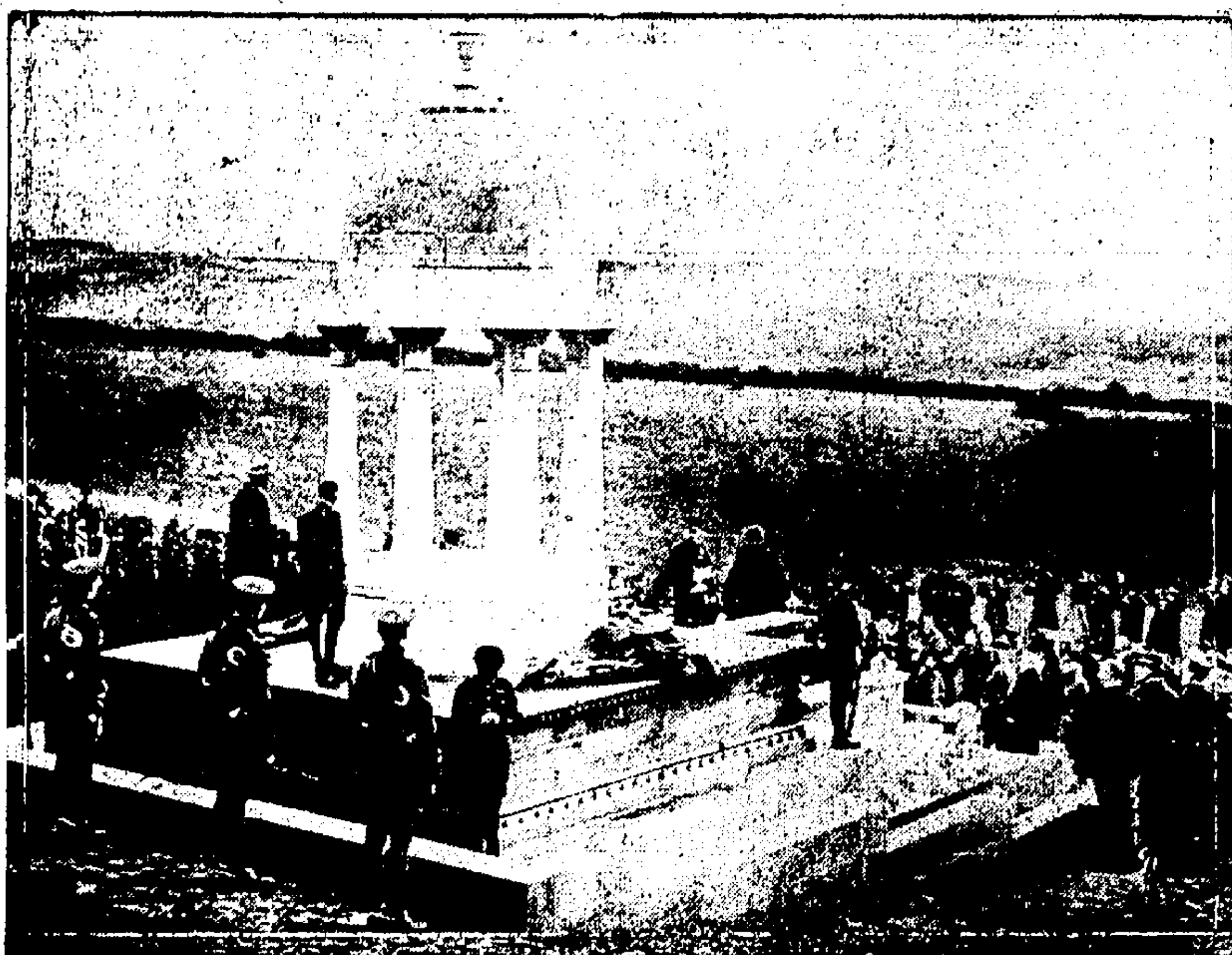
WELL ARMED.

This British sentry in Dublin is well armed. He carries a revolver and a one-man Lewis machine gun.



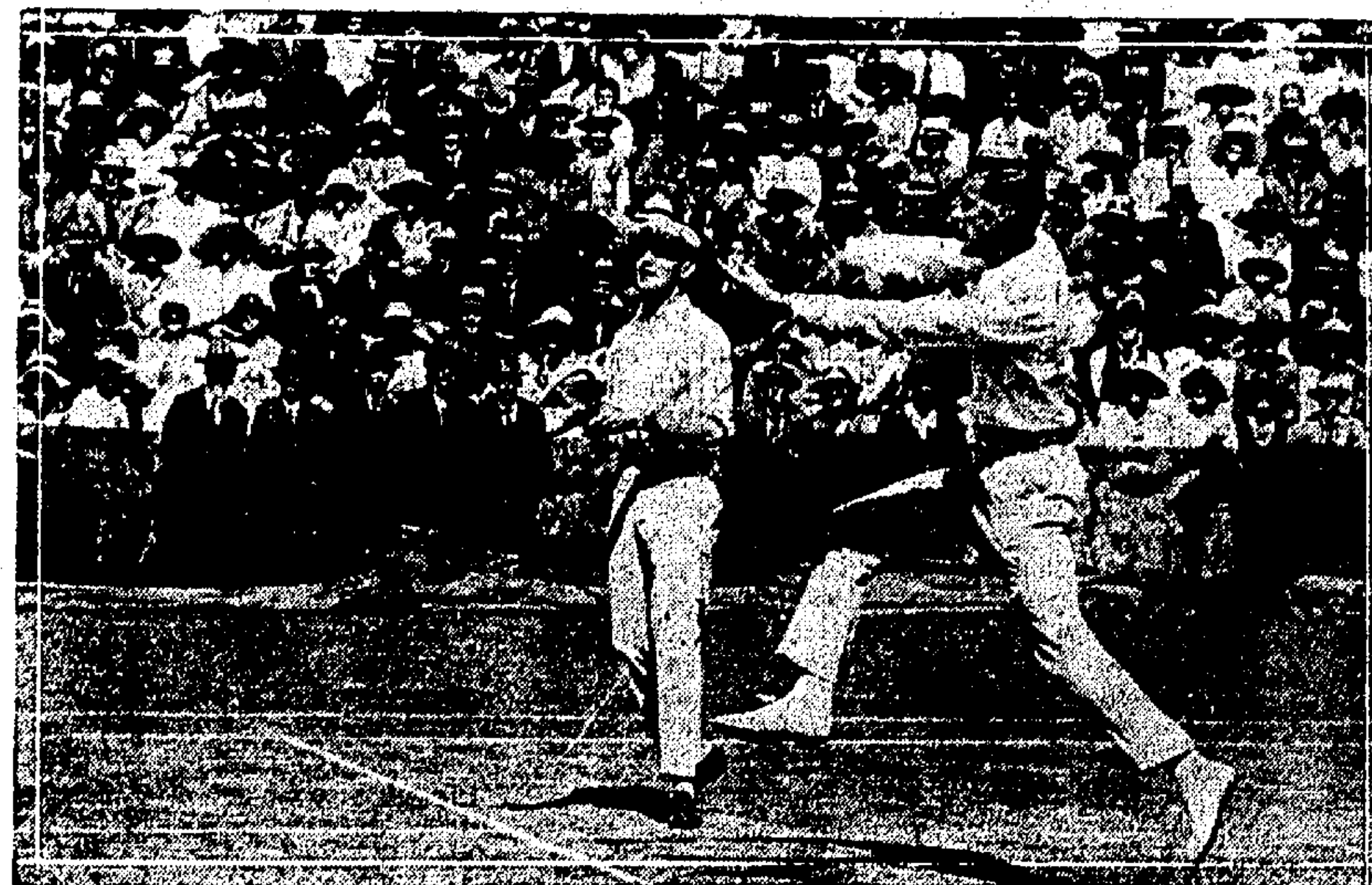
THE GREEK ROYAL FAMILY.

Left to right, Princess Irene; Queen Sophie; King Constantine; Princess Helene; her fiancée, Prince Nicholas; Prince Paul. This is the first picture to be taken of King Constantine in his royal uniform—and the entire family is in mourning.



PRINCE OF WALES UNVEILS MEMORIAL.

The Prince of Wales unveiling the monument in memory of the Indian soldiers who fought in the World War. This statue has been placed in Brighton, England.



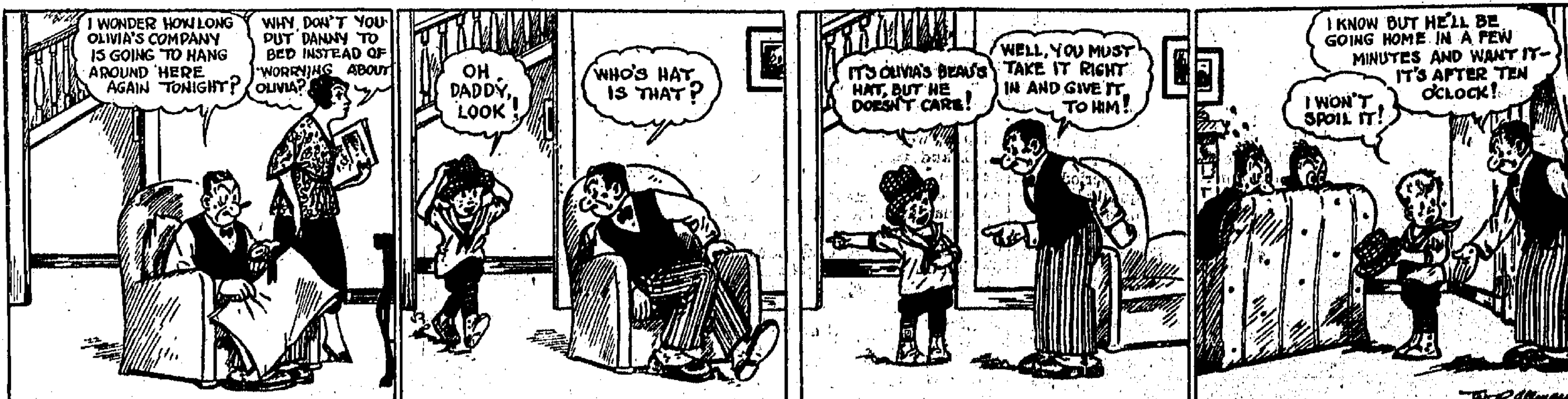
DAVIS CUP TENNIS CONTEST.

Left to right: W. M. Johnston and W. T. Tilden, famous American tennis champions, who defeated the two Australians, N. E. Brookes and G. L. Patterson. The two Americans are seen in action during the Davis Cup doubles matches.

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Empress of Japan	May 17	June 7
Empress of Asia	May 26	June 13
Monteagle	June 14	July 8
Empress of Russia	June 23	July 11
Empress of Japan	July 13	Aug. 3
Empress of Asia	July 21	Aug. 8
Empress of Russia	Aug. 18	Sept. 5
Empress of Japan	Sept. 20	Oct. 11
Empress of Asia	Sept. 15	Oct. 3

Passengers to Europe are strongly urged to determine the exact date of the Atlantic sailing desired prior to, and as far in advance as possible, their departure from the Orient. Traffic conditions on the Atlantic are congested as on the Pacific. Atlantic reservations can be arranged by letter or cable for all passengers to Europe. Frequent sailings from Montreal, to Liverpool, London and Glasgow. Passage orders covering all such reservations will be issued here.

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TENYO MARU	22,000	June 21st.

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TOKUYO MARU	12,000	June 10th.
RAKUYO MARU	17,500	July 11th.

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S.S. KEYSTONE STATE	July 5th.	July 26th.
S.S. WENATCHEE	July 25th.	Aug. 13th.
S.S. KEYSTONE STATE	Sept. 17th.	Oct. 5th.

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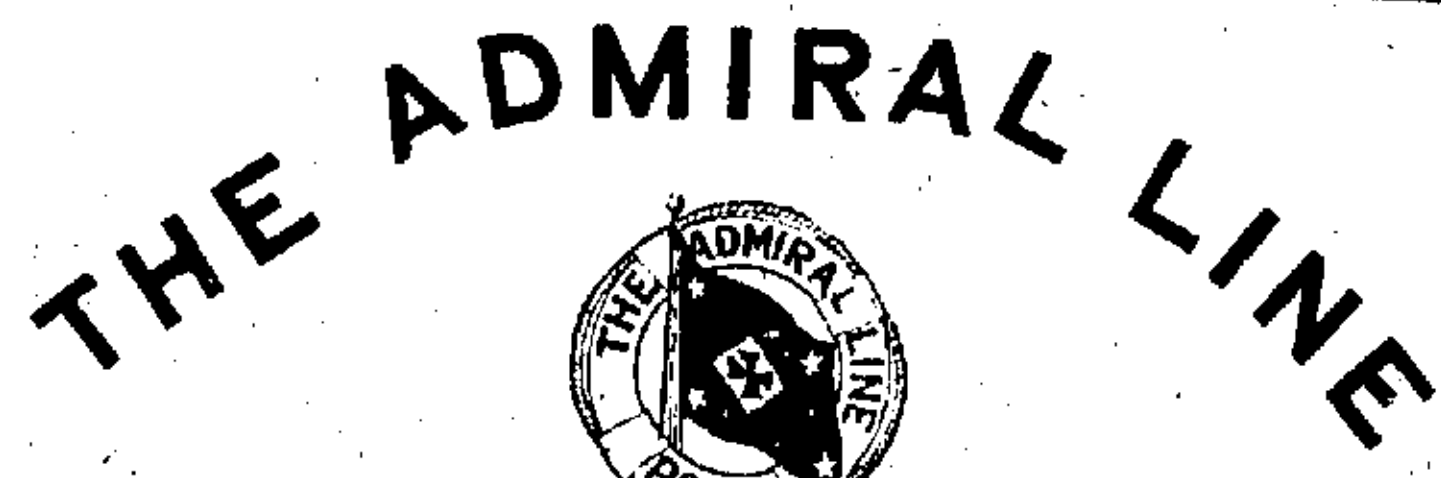
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THE PACIFIC STEAMSHIP CO.
REGULAR SERVICE

To & From

SAIGON-SINGAPORE-SUMATRA

JAVA PORTS.

OPERATING THE FOLLOWING U.S.S.B. STEAMERS
 For Haiphong, Saigon & Java Ports. CADARETTA April 7.
 LAKE FARRAR April 20. LAKE ONAWA May 19.

Through bills of lading issued to all United States,
 Pacific Coast and Overland Points.

For full Particulars and Rates Apply to:-

THE ADMIRAL LINE,
 5th FLOOR HOTEL MANSIONS BUILDING.
 Tel. Add.: Admiraline. Telephone 2477 & 2478.

PACIFIC SHIPPING.

NEW YORK DIRECT.

Joint service of the

"BLUE FUNNEL" LINE

(Ocean S. S. Co., Ltd., & China Mutual S. N. Co., Ltd.)

AMERICAN & MANCHURIAN LINE

(Ellerman & Bucknall S. S. Co., Ltd.)

Sailings from Hongkong.		
BOSTON & NEW YORK.	" KANDAHAR "	7th April.
" "	" CITY OF DUNKIRK "	25th April.
" "	" KNIGHT COMPANION "	13th May.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.
 Subject to change without notice.
 For freight and particulars apply to

BUTTERFIELD & SWIRE or THE BANK LINE, LD, HONGKONG.
HONGKONG & CANTON REISS & CO. CANTON.

VEREENIGDE NEDERLANDSCHE SCHEEPVAART
MAATSCHAPPIJ.

(United Netherlands Navigation Company)

HOLLAND-OOST AZIE LIJN

(Holland East Asia Line)

(Members of the Straits, China and Japan Conferences.)

Regular monthly service between

Japan ports, Shanghai, Hongkong and Manila
and
Amsterdam, Rotterdam, and Hamburg, Bremen

Steamers	Loading	For	Sailing
ALDERAMIN	April	Amsterdam & Hamburg	10th April.
BOERDE	May	Amsterdam & Hamburg	20th May.
ALCOR	June	Rotterdam & Hamburg	20th June.
ALCHIBA	July	Amsterdam & Hamburg	20th July.

For full particulars please apply to

JAVA CHINA JAPAN LYN
 General Agents,
 York Building.

KONINKLYKE PAKETVAART MAATSCHAPPIJ.

(Royal Packet Navigation Co. of Batavia)

THE STEAMSHIP:

"VAN CLOON"

will be despatched to
 Singapore and Belawan Deli.

This vessel offers excellent cabin-accommodation for saloon
 passengers.

Single and double cabins.

Wireless Telegraphy.

For freight and passage apply to:

JAVA-CHINA-JAPAN LYN,
 Agents.

Telephone No. 1574.

UNCLAIMED TELEGRAMS.

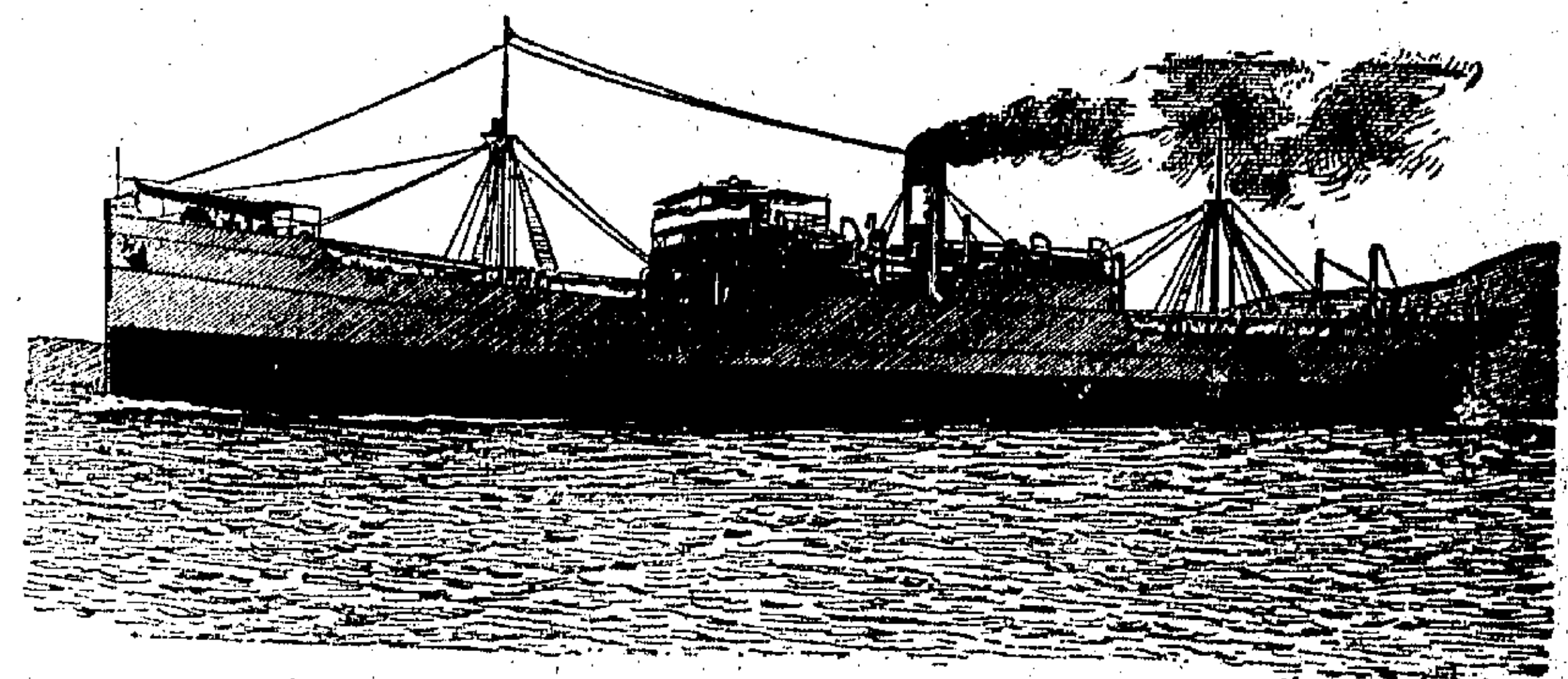
THE GREAT NORTHERN TELEGRAPH COMPANY, LTD.	Mark Hoken, from Miyano-shita.
Iwata Passenger Samaran Maru, from Tokyo.	Kaidah, from Amoy.
Etitaro Saika c/o Imafuma Co. from Tokushima.	Enghong, from Amoy.
Allyoung & Co, Victoria Street, from Shanghai.	Waiwu Wohing, No. 2 Street, Wanchai, from Amoy.
Kitaro Toyosaburo, from Tsingtau.	Kuongmantai, from Shanghai.
S. F. Zih, Hongkong Hotel from Shanghai.	Powhingchong, from Shanghai.
Saunders Kremlin, from Shanghai.	Fatkee, from Shanghai.
	Wingebungwing, from Shanghai.
	Hagutkwan, Kwongtailoy, Hotel, from Shanghai.
	TH. KRING, Superintendent, Hongkong, March 31, 1921.

THE HONGKONG & WHAMPOA DOCK CO., LTD.

TELEGRAPHIC ADDRESS "MANIFESTO" HONGKONG

Codes Used: A1; A.B.C. Fifth Edition Engineering, First and Second Edition:
 Western Union and Watkins

Lock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers.
 Iron and Brass Founders, Forge Masters, Electricians



S.S. "AMBATIELOS" (ex "WAR TROOPER") 8,240 tons D.W.; 5,195 ton gross

Built and engined by The Hongkong & Whampoa Dock Co., Ltd.,
 to the order of the British Government.

Please Address Enquiries to the Chief Manager

R.M. DYER, B.Sc., M.I.N.A., KOWLOON DOCK HONGKONG

Shipping to Europe, Australia, and other Ports.

P. & O. - BRITISH INDIA, APCAR AND EASTERN & AUSTRALIAN LINES.

(COMPANIES incorporated in ENGLAND)

TO STRAITS & BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, EUROPE, ETC.

PENINSULAR & ORIENTAL SAILINGS (South)

S.S.	Tons	From Hong-kong (about)	Destination
KHYBER	9,000	15th Apr.	M'ses, London & Antwerp.
DUNERA	5,400	19th Apr.	S'pore, Colombo & B'bay.
DEVENHA	8,000	27th Apr.	M'ses, London & Antwerp.
SOUDAN	7,000	29th Apr.	M'ses, London & Antwerp.

BRITISH INDIA-APCAR SAILINGS (South)

GREGORY A. | 4,649 | 9th Apr. 11 a.m. | Calcutta via Singapore, Penang & Rangoon.

EASTERN & AUSTRALIAN SAILINGS (South)

* EASTERN 4,000 13th Apr. Melbourne via Sandakan.
 KANOWNA 7,000 2nd May Thursday Island, Townsville, Brisbane and Sydney.
 * Omits Sandakan Calls Timor.

SAILINGS TO SHANGHAI & JAPAN.

NAGOYA	7,000	11th Apr.	Shanghai & Japan.
KANOWNA	7,000	16th Apr.	Japan direct.
TAKADA	6,949	14th Apr.	Shanghai & Japan.

All dates are approximate and subject to alteration without notice.

WIRELESS ON ALL STEAMERS.

Parcels Measuring not more than 24ft. X 2ft. X 1ft. will be received, at the Company's Office up to noon on the day previous to sailing.

For Passage Rates, Handbooks, Freight, etc., apply to

MACKINNON, MACKENZIE & CO.

22, Des Voeux Road Central. Agents.

N. Y. K.**NIPPON YUSEN KAISHA.**

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

SEATTLE & VICTORIA or VANCOUVER via Manila, Shanghai and Japan ports.

Cargo to Overland Points U.S. in connection with Great Northern Northern Pacific, and Chicago, Milwaukee & St. Paul Railways.
 KASHIMA MARU (Omitting Manila) Wednes. 20th Apr. at 11 a.m.
 SUWA MARU ... Friday, 6th May, at 11 a.m.
 FUSHIMI MARU (Omitting Manila) Tues. 31st May at 11 a.m.
 LONDON & ANTWERP via Singapore, Penang, Colombo, Suez Port Said & Marseilles.

KITANO MARU	Friday, 15th April, at 11 a.m.
INABA MARU	Friday, 29th April, at 11 a.m.
KAMO MARU	Friday, 13th May, at 11 a.m.

HAMBURG, AMSTERDAM, LONDON & ROTTERDAM.

LIVERPOOL & MARSEILLES via Suez.

MELBOURNE & SYDNEY via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.

NIKKO MARU ... Tuesday, 19th Apr. at 11 a.m.

AKI MARU ... Tuesday, 17th May, at 11 a.m.

NEW YORK via Suez.

SOUTH AMERICAN PORTS via Cape.

KAWACHI MARU (Sailing from Singapore) Wed. 11th May.

BOMBAY & COLOMBO via Singapore.

WAKASA MARU ... Friday, 22nd April.

CALCUTTA & RANGOON via Singapore & Penang.

RANGOON MARU ... Sunday, 17th April.

JAPAN PORTS—Nagasaki, Kobe & Yokohama.

AKI MARU ... Tuesday, 12th April, at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

KAMAKURA MARU ... Tuesday, 12th April.

DAKAR MARU ... Wednesday, 13th April.

IYO MARU ... Friday, 15th Apr. at 11 a.m.

For further information apply to—

NIPPON YUSEN KAISHA.

Telephone Nos. 292 & 293. S. YASUDA, Manager.

JAVA-CHINA-JAPAN LIJN.Regular Fortnightly Service between
JAVA, CHINA and JAPAN.

Steamer	From	Expected on or about	Will leave on or about	For
Tijpanas	Swatow	in port	7th Apr.	Java
Tjitaroem	Japan	13th Apr.	15th Apr.	Java
Tjibodas	Shanghai	17th Apr.	20th Apr.	Java
Tjisalak	Java	18th Apr.	25th Apr.	Japan

"The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia."

ALSO OPERATING
JAVA PACIFIC LIJN.
NEXT SAILING.

Steamer	From	Expected on or about	Will leave on or about	For
BALI	Java	15th Apr.	17th Apr.	San Francisco.

Through Bills of Lading issued to U.S.A. and Canadian Overland Points.

For Freight and Passage apply to the

Java-China-Japan Lijn.

Telephone No. 1574. York Buildings.

Shipping to Europe, Australia, and other Ports.

DODWELL & CO., LTD.**STEAMSHIP SERVICES.**

Regular Sailings to

FOR NEW YORK and or BOSTON.

S.S. "EGREMONT CASTLE"

Sailing on or about 6th April.

LLOYD TRIESTINO.

BRINDISI, VENICE & TRIESTE.

Taking cargo on through Bills of Lading for Levant, Black Sea and Danube Ports.

FIUME having been re-opened for traffic, cargo is also accepted for this port on through B/Lading.

S.S. "TRIESTE" Sailing on or about 22nd April.

S.S. "PERSIA" Sailing on or about 19th April.

FOR SHANGHAI & JAPAN.

S.S. "PERSIA" Sailing on or about 19th April.

Passengers Luggage can be insured at the office of the Agents

NANYO YUSEN KAISHA LTD.

(SOUTH SEA MAIL S.S. CO.)

Regular services between

JAPAN, HONGKONG & JAVA.**FOR JAVA.**

S.S. "CHERIBON MARU" Sailing on or about 9th April.

OCEAN TRANSPORT CO., LTD.

(TAIYO KAIUN KAISHA)

Steamship services Trans-Pacific.

also to Australia, Europe, etc.

NATAL LINE OF STEAMERS.

Taking cargo on through Bills of Lading for South African Ports, with transhipment at CALCUTTA, in conjunction with the Indo-China Steam Navigation Co. Ltd., and Apar Lines.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LTD., Agents.**AUSTRALIAN ORIENTAL LINE.**HONGKONG TO PHILIPPINES & AUSTRALIAN PORTS.
SAILING (SUBJECT TO ALTERATION).

Steamer	Arrives Hongkong from Australia.	Leaves Hongkong for Australia.
CHANGSHA	25th April.	30th April.

This steamer is fitted with Refrigerating machinery, ensuring a plentiful supply of ice, fresh provisions etc. and has superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Fares Cargo booked through to all Australian, New Zealand and Tasmanian ports.

For Freight and Passage apply to

Butterfield & Swire.

Telephone No. 36. Agents.

"ELLERMAN" LINE.

(ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA & STRAITS

TO

UNITED KINGDOM & CONTINENT.

For	Steamer	Sailing.
LONDON, AMSTERDAM, ROTTER-	"KIOTO"	15th April.
DAM & HAMBURG	"KASENKA"	30th April.

For particulars of sailings shippers are requested to approach the undersigned.

Subject to change without notice.

THE BANK LINE, LTD.,

or to REISS & Co. Canton General Agents.

GLEN AND SHIRE

JOINT SERVICE OF STEAMERS.

U.K., STRAITS, CHINA & JAPAN Service.**OUTWARDS.**

Vessel	Due Hongkong.
"GLENIFFER"	14th April.
"GLENGYLE"	28th April.

HOMEWARDS.

Vessel	Leaves Hongkong.	Dischargee.
"CARNARVONSHIRE"	24th Apr.	GENOA, LONDON & R'DAM.

Movements are subject to change without notice.

For freight or further particulars please apply to—

JARDINE, MATHESON & CO., LTD.AGENTS: **THE GLEN LINE, LTD.**

Telephone No. 215, sub-ex. 23 and 3696.

COASTAL SHIPPING.**INDO CHINA STEAM NAVIGATION CO., LTD.**

SAILINGS SUBJECT TO ALTERATION

Destination	Steamer	Sailing
MANILA	Yuenfeng	Fri., 8th Apr. at 3 p.m.
BANGKOK via Swatow	Chungshing	Sun., 10th Apr. at d'light.
TIENTSIN	Cheongshing	Sun., 10th Apr. at d'light.
SHANGHAI via Swatow	Tungshing	Mon., 11th Apr. at 10 a.m.
KOBE via Shanghai	Fookshing	Tues., 12th Apr. at d'light.
SHANGHAI via Swatow	Namsang	Tues., 12th Apr. at d'light.
STRAITS & Calcutta	Namsang	Tues., 12th Apr. at 3 p.m.
HAIPHONG via Hoihow	Taksang	Wed., 13th Apr. at 10 a.m.
S'hai & T'au via S'tow	Choysang	Thur., 14th Apr. at d'light.

CALCUTTA LINE:—This Line now affords regular sailings to Calcutta, Penang and Singapore; Return from Calcutta steamers proceed via Straits and Hongkong to Japan occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted with Electric Light & Fans and carry a fully qualified Surgeon.
 SHANGHAI LINE:—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued all to Northern and Yangtze Ports via Shanghai.

MANILA LINE:—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE:—Sailings approximately weekly for passengers and cargo, calling at Hoihow when inducement offers.

BORNEO LINE:—One sailing per month between Hongkong and Sandakan by a steamer having up-to-date accommodation for passengers.

Cargo taken on through Bills of Lading for Kudat, Jesselton Labuan, Tawoo and Lahad Datu.

TIENTSIN LINE:—A regular service is run from March to Nov. between H'kong & Tientsin calling at Weihaiwei & Chefoo.

CALCUTTA LINE.

S.S. "NAMSANG" will be despatched on or about Tuesday, 12th Apr. at 3 p.m. for SINGAPORE, PENANG & CALCUTTA.

Through Bills of Lading issued to RANGOON, PORT SWETTENHAM & MADRAS & DUTCH EAST INDIES.

For Freight or Passage apply to—

JARDINE MATHESON & CO., LTD.

General Managers.

Telephone No. 215.

C. N. C.**CHINA NAVIGATION CO., LTD.**

SAILINGS SUBJECT TO ALTERATION.

For	Steamers	To Sail.
SWATOW & SINGAPORE	Huoh	9th Apr. at 10 a.m.
SHANGHAI & TSINGTAO	Chenan	9th Apr. at noon.
SWATOW & BANGKOK	Luchow	12th Apr. at 10 a.m.
AMOY, S'hai & PU-KOW	Sinkiang	12th Apr. at noon.
SHANGHAI	Soochow	14th Apr. at noon.

SHANGHAI LINE.—PASSENGERS, MAILS AND CARGO. Excellent Saloon accommodation amidships. Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong and Shanghai (thrice weekly) and Tsingtao weekly, taking Cargo on through Bills of Lading to all Yangtze, and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transhipment at Woosung.

BANGKOK LINE.—Weekly service to and from B'kok via S'tow.

For Freight or Passage apply to

BUTTERFIELD & SWIRE.

Agents.

Telephone No. 36.
Hongkong April, 7, 1921.**DOUGLAS STEAMSHIP CO. LTD.**

HONGKONG & SOUTH CHINA COAST PORTS SERVICE.

Regular Service of East, High Class Coast Steamers having good accommodation for First Class Passengers. Electric Light and Fans in state-rooms and Saloon and Excellent Cuisine.

For Swatow, Amoy and Foochow and Returns,
(Occupying 9 to 10 days.)

Steamships.	Captain.	Leaving.
Haiching	A. H. Stewart	FRI., 8th Apr. at noon.
Haihong	W. C. Passmore	FRI., 15th Apr. at noon.

Arrivals and Departures from the Co's Wharf (near Blake Pier.)
For Freight and Passage, apply to**Douglas Lapraik & Co.,**

General Managers.

AUSTRALIAN SHIPPING.**CHINA-AUSTRALIA MAIL S.S. LINE.**

FOR AUSTRALIAN PORTS VIA MANILA & SANDAKAN.

S.S. "HWAH PING" Sailing on 9th April.

S.S. "VICTORIA" Sailing on 29th April.

For Freight and Passage apply to—

THE CHINA & AUSTRALIA S.S. CO. LTD.

Agents.

Tel. 3307. 113, Consuaght Road Central.

MOVEMENTS OF STEAMERS.

The N. Y. K. s.s. KAMAKURA M. (Liverpool Line) left Liverpool for this port via Suez, on the 25th February, and is expected here on the 10th April.

The N. Y. K. s.s. AWA MARU (Liverpool Line) left Liverpool for this port via Suez on the 12th March and is expected here on the 24th April.

The N. Y. K. s.s. YETOROFU MARU (Calcutta Line) left Calcutta for this port via Rangoon and Singapore on the 25th March and is expected here on the 14th April.

The N. Y. K. s.s. TSUSHIMA M. (Bombay Line) left Bombay for this port direct on the 28th March and is expected here on the 14th April.

The N. Y. K. s.s. YAMAGATA M. (Calcutta Line) left Calcutta for this port via Rangoon and Singapore, on the 27th Mar. and is expected here on the 15th April.

The N. Y. K. s.s. AKI MARU (Australian Line) left Sydney for Hongkong via ports on the 23rd March and is expected here on the 11th April.

The N. Y. K. s.s. IYO MARU. (European Line) left London for this port via Suez, on the 5th March and is expected here on the 14th April.

The R. M. S. EMPRESS OF JAPAN arrived at Yokohama on 30th March left there 31st March (noon) due at Vancouver on 12th April.

The Barber Line s.s. BOWES CASTLE, left New York on Mar. 8th for Hongkong via Ports and is expected to arrive here about 12th May. Dodwell & Co. Ltd., Agents.

The T.K.K. s.s. SHINYO M. arrived at Yokohama on April 2nd and will sail April 5th in accordance with schedule, being due at Hongkong April 19th.

The s.s. DEMODOCUS, (Blue Funnel Line) left Port Said on 31st March for Hongkong and is due here on 20th April.

The s.s. TELMACHUS (Blue Funnel Line) left Singapore on 5th inst. for Hongkong and is due here on 11th inst.

The s.s. MOORISH PRINCE, is expected to arrive here from New York, on Friday, 8th inst.

The N. Y. K. s.s. KITANO M. (European Line) left Kobe for this port via Moji, and Shanghai on the 5th April and is expected here on the 14th April.

EASTERN EXTENSION AUSTRALASIA & CHINA TELEGRAPH CO.

Bostock, Hongkong Hotel, from Haiphong.
 Dean Care American Consul, from New York.

William Donald Care Bradley, from Glasgow.

Vicente Espins, from Lucena-luzon.

Geoffrey, from Paris.

Grayce, from Albany.

Mensi (2), from Bombay.

M. E. F. AIREY, Superintendent.

Hongkong, March 31, 1921.

WATER RETURN.

Level and Storage of water in Reservoirs on Mar. 1, 1921.

CITY AND HILL DISTRICT WATER WORKS LEVEL.

	1920.	1921.
Tydam	15.2 Below overflow	20.2 Below overflow
Tydam	25.6 Below overflow	20.6 Below overflow
Tydam Inter.	11.6 Below overflow	55.6 Below overflow
Tydam	32.9 Below overflow	11.2 Below overflow
Tydam Tuk.	32.9 Below overflow	27.3 Below overflow
Wong-nel-chung	27.3 Below overflow	27.3 Below overflow
Pokfulum	27.3 Below overflow	27.3 Below overflow

STORAGE IN MILLIONS AND DECIMALS OF GALLONS.

	1920.	1921.
Tydam	282.29	235.22
Tydam	41	57
Tydam Intermediate	101.55	6.58
Tydam Tuk	743.26	1,158.50
Wong-nel-chung	2.19	5.44
Pokfulum	28.35	23.45

Total 1,158.52 1,428.97

Consumption of water in the City and Hill Districts in millions and decimals of gallons during the month of Feb.

	1920.	1921.
Consumption	100.00	135.50
Estimated popu.	278,100	281,700

Consumption per head per day 22.5 24.0 Gallons

Constant supply to all districts during Feb. of both 1920 and 1921.

KOWLOON WATERWORKS LEVEL.

STORAGE IN MILLIONS AND DECIMALS OF GALLONS.

	1920.	1921.
Kowloon		
Gravitation	239.00	291.34
Reservoir ...		
Consumption of water in Kowloon in mil- lions and decimals of gallons during the year		

"Turkish A.A."

Westminster Turkish A.A. Cigarettes are made from the finest Turkish Tobacco leaf only, selected for its perfect blending qualities. They contain no other leaf. Connoisseurs will appreciate the significance of this fact

MADE IN ENGLAND



Westminster
Tobacco
Co. Ltd.
London

EXCHANGE.

(Closing Rate: closing Rate on Page 11.)

SELLING.

T/T	25
Demand	25 1/2
30 dls	
4 mls	25 1/4
T/T Shanghai	Nom
T/T Singapore	104
T/T Japan	97 1/2
T/T India	183
Demand India	
T/T San Francisco	47 1/2
& New York	138
T/T Java	Nom
T/T Marks	Nom
T/T France	675
Demand	

BUYING.

4 mls. L/C	26 1/2
4 mls. D/P	27 1/4
6 mls. L/C	27 1/2
30 dls. Sydney and Melbourne	28 1/2
30 dls. San Francisco & New York	50 1/2
4 mls. Marks	Nom.
4 mls. France	735
6 mls. France	755
Demand Germany	47 1/2
Demand New York	Nom.
T/T Bombay	183
Demand Bombay	183
T/T Calcutta	Nom.
Demand Calcutta	183
On Yokohama	97 1/2
Demand Manila	107
Demand Singapore	104
On Haiphong	Nom.
On Saigon	
On Bangkok	86 1/4
Sovereign	Nom. 8.10
Gold leaf per Tael	51
Bar Silver, ready	33 1/4
forward	32 3/4
Bank of England rates 7%	
New York/London	3.92

SUBSIDIARY COINS.

H'kong 50 cts. pieces	par.
10 "	par.
5 "	1 1/2% dis.
Canton subcoins	14.8% dis.
Hongkong April 7, 1921.	

PRINCESS MARY'S GIFT TO CROOKS FUND.

Towards the testimonial fund to Mr. Will Crooks Princess Mary sent a cheque for £5, with the expression of a hope that Mr. Crooks was improving in health.

WEATHER REPORT.

April 7d. 12h 13m.—Pressure has increased slightly at Weihaiwei, and decreased considerably at Foochow. Shanghai reports a continental depression in latitude 29 and longitude 125. No returns from this district are to hand.

Pressure changes since yesterday are small in southern districts.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inch. Total since January 1st, 5.74 inches, against an average of 7.67 inches.

FORECAST FOR THE 24 HOURS ENDING AT NOON TO-MORROW.

District.	Forecast.
1 Hongkong to Gap Rock	Light or variable winds; fair.
2 Formosa Channel	The same as No. 1.
3 South coast of China between H.K. & Lamook.	The same as No. 1.
4 South coast of China between H.K. & Hainan.	S.E. winds, moderate.

T. F. CLAXTON, Director.
H.K. Observatory, April 7, 1921.

TIME SIGNALS.
The time ball on Kowloon Signal Hill is dropped daily at 10 a.m. and 4 p.m., except on Saturdays when it is dropped at 10 a.m. and 1 p.m., and on Sundays and Holidays when it is dropped at 10 a.m. only.

The ball is hoisted half mast at the 55th minute and full mast at the 57th minute. Should the ball fail to drop at the correct time, it will be lowered at five minutes past the hour and the ordinary routine repeated at the following hour, if possible.

Should the time ball be out of order the above routine will be carried out with the flag "Z", on the storm signal mast.

POST OFFICE.

Telegraphic communication with Gap Rock Lighthouse is interrupted.

Registered and Parcel Mails are closed 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close at or before 9 a.m. registered and parcel mails are closed at 5 p.m. on the previous day.

INWARD MAILS.

Shanghai—Per SINKIANG, 8h Apr.
Straits—Per KAMAKURA M., 10 April.
Australia & Manila—Per AKI M., 11th Apr.
Europe via Suez (Newspapers only London 3rd March)
—Per NAGOYA, 11th April.
Europe via Suez (Letters only London 3rd & 10th Mar.)
—GLENFALLOCH, 12th Apr.

OUTWARD MAILS.

To-morrow.

Japan—Per BENLEDI, 5 p.m.
Straits and Bangkok—Per VAN CLOON, 1 p.m.
Fort Bayard, Hoihow & Haiphong—Per HANOI, 9 a.m.
Swatow, Amoy and Poochow—Per HAICHING, 11 a.m.
Philippine Island—Per YUEN SANG, 2 p.m.
Straits, Bangkok, Ceylon, Mauritius, L. Marques, S. Africa, India via Dhanush koddi, and Bombay—Per KASADO M., 9 a.m.

Saturday, 9th April.

Straits, Bangkok, Calcutta and Anen—Per GREGORY APEAR, 9.30 a.m.
Swatow and Bangkok—Per CHUNSAUNG, 5 p.m.
Saigon, Java and Ports Moresby via Batavia—Per TJIPANA, 11 a.m.
Shanghai & N. China—Per CHENAN, 1 p.m.
Swatow, Straits and Bangkok—Per HUPEH, 9 a.m.
Tientsin—Per CHEONGSHING, 5 p.m.
Amoy—Per TEAN, 9 a.m.

Sunday 10th April.

Swatow, Amoy & Keelung—Per AMAKUSA M., 9 a.m.

HOTELS.

THE HONGKONG HOTEL CO., LTD.

OPERATING:-

THE HONGKONG HOTEL,
HOTEL MANSIONS,
THE REPULSE BAY HOTEL,
AND THE
HONGKONG HOTEL GARAGE

J. H. TAGGART,
Manager.

KING EDWARD HOTEL.

CENTRAL LOCATION,
ELECTRIC LIFTS AND LIGHTING,
TELEPHONE ON EACH FLOOR,
HOTEL LAUNCH MEETS ALL STEAMERS
Tel. 373. Telegraphic Address: "VICTORIA"
J. WITCHELL,
Manager.

THE PEAK HOTEL.

1500 FEET ABOVE SEA LEVEL
15 MINUTES FROM LANDING STAGE.
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HONGKONG

Monday 11th April.

Swatow, *Shanghai & *N. China
—Per TUNG SHING, 9 a.m.
Shanghai, North China and Japan—Per FOOKSANG, 5 p.m.
Swatow, *Shanghai & *North China—Per KWONG SANG, 5 p.m.
Shanghai, N. China, Dairen, Japan, *Canada, *United States, *C. & S. America & *Europe via Victoria—Per ARABIA M., 11 a.m.
Tuesday, 12th April.
Japan—Per AKI M., 10 a.m.
Straits, Bangkok, Calcutta & Aden—Per NAMSANG, 2 p.m.
*Swatow & Bangkok—Per LUGHOW, 9 a.m.

*Correspondence bearing vessel's names only.

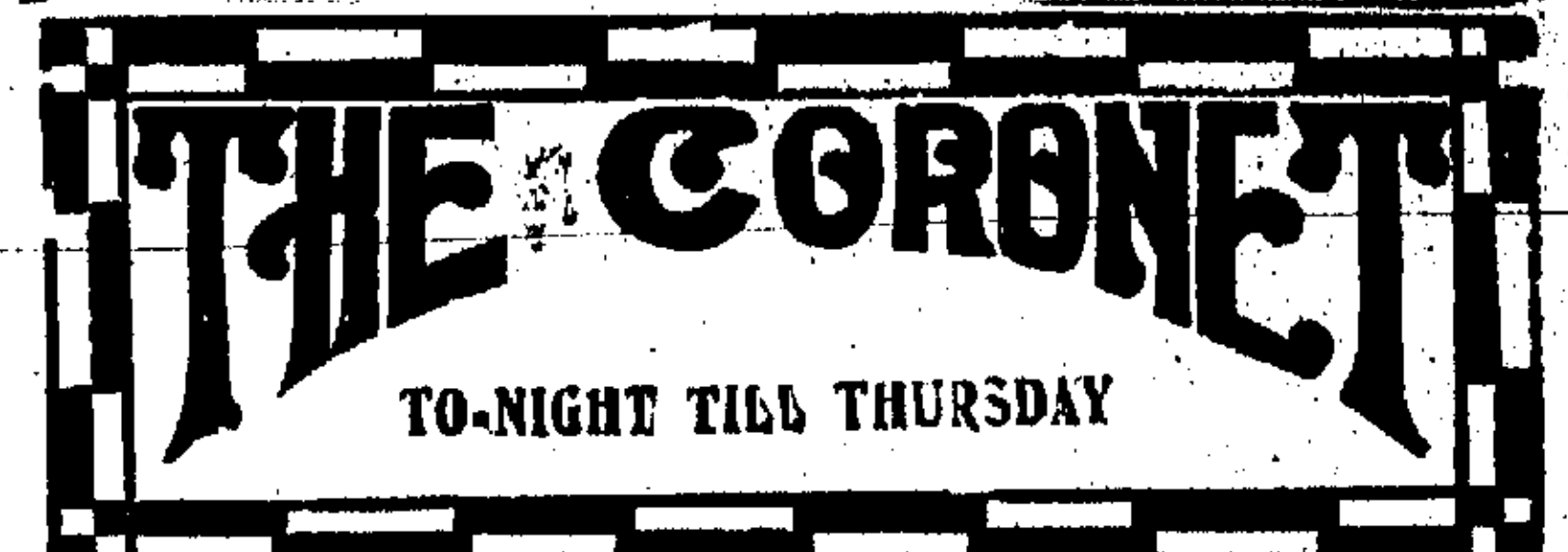
METEOROLOGICAL.

Previous Day	on date.	on date.
at 2 p.m. at 5 a.m. at 8 p.m.		
Barometer	29.94	29.93 29.87
Temperature	70	70 77
Humidity	84	92 75
Wind Direction	E. E. N.W.	
Wind Force	3	1 1
Weather	o om o	
Rain	0.00	0.00 0.00
Highest open air		6th 71
Temperature on the		
Lowest open air		7th 69
Temperature on the		

T. F. CLAXTON, Director.

H.K. Observatory, April 7.

ENTERTAINMENTS.



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"THE EMPIRE OF DIAMONDS"

VANITY FAIR COMEDY.

GAZETTE.

HONGKONG THEATRE

April 6th, 7th and 8th, 1921, at 5.15 and 9.15 p.m.

ANOTHER GOLDWYN PICTURE

MADGE KENNEDY

"STRICTLY CONFIDENTIAL"

At 7.15 p.m.

GERALDINE FARRAR

"THE STRONGER VOW"

6 parts.

NOTICE.



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SHINNEW, KANADA, KAMITAMURA, BIBAI,
and OYUBARI.

Agents for SAKITO COAL.

HEAD OFFICE, TOKYO.

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THE OSAKA MARINE & FIRE INSURANCE CO.

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S. KOMURA, Manager.

No. 14, Pedder Street Hongkong.

TIDE TABLE.

4th to 10th April, 1921.

Day of Week.	Day of Month.	High Water Hongkong Mean Time.	Low Water Hongkong Mean Time.	Day of Week.	Day of Month.	High Water Hongkong Mean Time.	Low Water Hongkong Mean Time.
Mon.	4	7 54	4 8	Mon.	11	1 18	1 9
Tues.	5	8 7	5 8	Tues.	12	1 24	1 15
Wed.	6	8 21	5 9	Wed.	13	1 30	1 21
Thurs.	7	8 42	5 7	Thurs.	14	1 36	1 27
Fri.	8	8 58	5 4	Fri.	15	1 42	1 33
Sat.	9	9 6	5 1	Sat.	16	1 48	1 39
Sun.	10	9 21	4 58	Sun.	17	1 54	1 45

m morning, a afternoon

Printed and Published for the Proprietor, by Alfred Morley at the House Street, in the City of Victoria Hongkong.